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NOTICE TO CORRESPONDENTS.

ONLY communications relating to the news column should be addressed to THE EDITOR. Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith. All letters for publication should be written on one side of paper only. No anonymously signed communications that have already appeared in other papers will be inserted. Orders for extra copies of ALL PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supply for Cash. Telegraphic Address: Press. Codes: A.B.C. 515. Ed. Zieber. P.O. Box: 34. Telephone No. 12.

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The Daily Press.

HONGKONG NOVEMBER 22ND, 1913.

NEARLY two months ago President HUERTA of Mexico declared that the "war between brothers" was "on the point of terminating." That this declaration has been abundantly falsified by events, the telegrams during the past week have made quite clear. One of the Press correspondents in that unhappy country recently summed up the situation in these terms: "So long as the peons can count upon four shillings a day for being soldiers instead of one shilling a day, or less, for being labourers (with frequent opportunities of loot thrown in), they will fight willingly for either side and run the risk of getting killed." The world at large scarcely realises the extent of the slaughter that has occurred in this civil war. One of the accounts before us mentions "the fact that some 60,000 Mexicans have been killed." That was written more than a month ago. During the past week we have had telegraphic news of "one of the most sanguinary battles of the revolution," and, again, we have been told that conscription is proceeding so vigorously that the number of men enrolled exceed the available supply of rifles. Foreigners are either leaving the country or actively taking precautions for the defence of their lives and property, and one of today's telegrams states that twenty-two foreign warships have assembled in Mexican waters, in view of what is happening or threatening in

Mexico. It is stated that during the revolution no fewer than two hundred citizens of the United States have been killed, and that Americans in Mexico have suffered enormous losses. Consequently, in Texas, in New Mexico, in Arizona, especially in the southern parts which lie next to Mexico, the feeling against the Government at Washington, because of its hesitation to afford protection for its subjects, is described as bitter and contemptuous. It is impossible, however, not to recognise that armed intervention is a step which the United States cannot lightly undertake. General CARRANZA, the leader of the Constitutionalists, whom the Government at Washington would wish to support as against the *de facto* President of the Mexican Republic, has refused to entertain any overtures from the United States, and, on the ground that President Wilson's unofficial envoy has not been furnished with credentials, has put an end to the discussions which have been taking place. President HUERTA has ignored—contemptuously ignored—the protests which the United States Government has made to him. In defiance of the warning from Washington he has convened the Mexican Congress and delivered a message which did not mention this subject of the country's international relations, though he impressed the Congress with the fact that the moment is a solemn one, possibly decisive of the future of the nation. We presume this means that he conceives the issue to be between national independence and annexation by the United States. At all events the latest messages from Mexico City do not afford the smallest indication of any disposition on the part of President HUERTA to comply with the demands made by the United States. In convening the Congress he has already defied the United States Government, and a reply to this act of defiance can scarcely be long delayed.

Three probationer nurses are advertised for by the Principal Civil Medical Officer.

The Bishop of Victoria will preach at St. Stephen's Chinese Church, West Point, to-morrow (Sunday), at 11 a.m.

In the Summary Jurisdiction Court yesterday, before Mr. H. J. Gompertz, a case was mentioned by Mr. Mason, who remarked that a portion of the claim made was balance due for a coffin supplied. No comment was made and the case was put back.

At an Examination for Inspectors of Nuisances, held at the Technical Institute and the Sanitary Board offices, Hongkong, on June 26th, 27th and 30th, 1913, under the auspices of the Royal Sanitary Institute, six candidates presented themselves. The following three candidates were certified, as regards their Sanitary knowledge, competent to discharge the duties of Inspector of Nuisances under the Public Health Act, 1875:—Norman Beethoven Calvert, William Elliott, Manuel Ligores, all of Hongkong.

When at Swatow, Capt. Wolff, of the steamer *Rajaburi*, was presented with a big silk flag, bearing his name, given by the shippers of the cargo sent by the *Keang Nai*, which met with a mishap recently. Capt. Wolff sighted her on the *Rajaburi*, and went to her aid, towing the *Keang Nai* from Prince Consort to Singapore, a distance of 660 miles, thus safely bringing the vessel and cargo to port with only four days' delay. It is understood that the captain, officers and crew of the *Rajaburi* have been handsomely rewarded by the N.D.L. Company for the salvage of the *Keang Nai*, which is also an N.D.L. steamer.

Construction work on the long-projected Penang Hill railway has begun and the line is expected to be open to traffic at the end of 1915. The line starts at the Ayer Itam Road and will end on the south side of the spur where Strawberry bungalow now stands. The two terminal stations will be at levels of 114ft. and 2,387ft., respectively, above sea level, giving a total lift of 2,273ft. with a mean gradient of 1 in 2.7. The line will cover a distance of 433 yards. There will be two carriages to each section with a capacity for 40 passengers each. The line will be capable of carrying 3,000 daily. The Municipal Power Station will supply the electricity.

OVERCROWDING IN DUBLIN.

CONTRAST WITH CONDITIONS AMONG THE DYAKS OF BORNEO.

Giving evidence at a housing inquiry in Dublin, John Ryan, a tenant, said he had a wife and family of twelve living in two rooms. Speaking of the houses in Anglecourt, Mr. Evans, corporation engineer, said: "The Dyaks of Borneo live in palaces compared with the premises I saw there. I lived in Borneo for some time and can speak the language fluently, so I ought to know."

TELEGRAMS. TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

SAVING THE FATHERLAND.

PRESIDENT HUERTA'S PLEA.

MEXICO CITY, November 21st. Napoleon's dictum that "The law is not violated when one saves the Fatherland" is given prominence in President Huerta's message to Congress. He does not mention anything of international relations, but proceeds to justify his recent dissolution of the Congress, and concludes by reminding Congressmen that the moment is a solemn one, and possibly decisive as to the future of the nation. He hopes that Mexicans will soon be united in the task of national reconstruction.

Much speculation has been aroused as to President Wilson's next move, as Mr. O'Shaughnessy, the Charge d'Affaires, has been further instructed to remain at his post.

The news concerning the British Squadron has excited the keenest interest, Mexicans considering that Great Britain is their friend.

Foreigners are now actively taking defence precautions for fear of disturbances.

It is reported that the English people from the Campeche oil works are crowding into Vera Cruz owing to the threats of the Rebels. This is regarded as the reason for the despatch of the British cruisers.

INTERNATIONAL FLEET IN MEXICAN WATERS.

The Japanese cruiser *Idzumo* is now hurrying towards Mexico. Already there are United States, British, French, and German warships in Mexican waters, totalling 22.

RUSSIA AND MONGOLIA.

STRENGTHENING TRADE RELATIONS.

St. Petersburg, November 21st. The Mongolian Premier states that the object of his visit is to express the sincere thanks of reformed Mongolia for the friendship of the Russian Government. The Mission will present the Tsar with a letter from the Katukhtu requesting the Russian Government to investigate important industrial enterprises with the view to strengthening Russo-Mongolian trade relations.

FINANCIAL DEADLOCK IN FRANCE.

TAXATION BEFORE LOANS.

PARIS, November 21st. The determined opposition of the Budget Committee and the Fiscal Legislative Committee of the French Chamber to the Government loan proposals is causing some confusion. The former have refused to sanction more than a £36,000,000 sterling loan, and suggests that the remaining £18,000,000 should be raised by taxation. The situation thus created involves delay in the Balkan loans, as the banks which made advances to the Near Eastern States are kept in a position of uncertainty.

INDIANS AND SOUTH AFRICAN IMMIGRATION.

LONDON, November 21st.

The position in Natal is still grave. Exciting disturbances have occurred on the sugar estates at Illovo, where a small body of police, armed only with staves, routed 400 Indians and arrested the ring-leaders. The police afterwards removed five trolley loads of cane knives, fencing standards, and other weapons from the Indian barracks. The rioters offered to resume work, but they were informed that they would not be taken back until Monday.

AUSTRALIAN GOVERNMENT'S DIFFICULTIES.

MELBOURNE, November 21st.

The Labour majority in the Senate refuse to transact business until the House of Representatives considers Mr. Fisher's motion of "no confidence," which the Government declined to treat seriously.

THE KAISER INDISPOSED.

BERLIN, November 21st.

The Kaiser has a slight cold on the chest, and has abandoned his visit to Silesia.

[THROUGH REUTER'S AGENCY.]

THE POSITION OF RUBBER.

SCHEME FOR A PROTECTIVE COMBINATION.

LONDON, November 21st. The *Financial Times* says that the Report of the Committee appointed by the Rubber Growers' Association to investigate the fall in the price of plantation rubber and to report on the possibility of an arrangement to protect the interests of the producers has been issued privately to the Rubber Companies. It includes the reports of three sub-committees, and also a general report and a form of assent to a scheme of combination for signature by consenting Chairmen of Companies. The Committee asks for details of the crop estimate for the year from the 1st January, 1914, with the amount sold forward.

The document is in the nature of a preliminary statement.

CHINA AND TIBET.

GOOD PROGRESS AT THE CONFERENCE.

SIMLA, November 21st. The proceedings at the Conference in regard to China and Tibet is being held strictly in secret, but it is understood that good progress is being made. Continual references have been made to the respective Governments.

The report published in the *Noroye Fremya* on the 13th October, from a Peking correspondent, is entirely incorrect. All the members of the Conference move to Delhi in a few days.

EMPIRE FEDERATION.

TIME NOT RIFE FOR CHANGE.

LONDON, November 21st. The Victoria League entertained a number of Members of the Parliaments of the Empire at Crewe House. The Right Hon. A. Emmott, in the course of a speech, said that the time had in no wise come for any great change in the idea of Imperial Federation. From what one saw in the Dominions, he affirmed that they were unprepared for anything of the kind.

THE HOME RULE QUESTION.

CABINET MINISTERS AND THE EXCLUSION OF ULSTER.

LONDON, November 21st. The *Daily Mail* says that a section of the Cabinet favouring the exclusion of four counties of Ulster from Home Rule is headed by Mr. Winston Churchill, and includes Mr. Lloyd George, Sir Edward Grey, and Lord Haldane. The other section, which includes Mr. Reginald McKenna, Mr. Walter Runciman, and Mr. A. Birrell, is definitely opposed to exclusion.

NEW ZEALAND LABOUR TROUBLE.

WELLINGTON (N.Z.), Nov. 21st.

Renewed struggles have occurred between the strikers and the police, but everything is now quiet. A secret ballot of the general labourers resulted in the finding of an average of three to one against a strike.

SPANISH AIRMEN UNDER FIRE.

LONDON, November 21st.

Two Spanish airmen were reconnoitring near Tetuan when Moors directed a fusillade at them. Both the aviators were wounded, one dangerously. The other man brought the aeroplane, whose wings were pierced by bullets, back to the camp.

AUSTRALIAN NAVY BOARD FRICTION.

MELBOURNE, November 21st.

The Government has terminated the appointment of Captain Hughes-Onslow as Second Member of the Navy Board of Control.

THE RUBBER POSITION.

FACTORS BRIEFLY STATED.

A correspondent writing to *The Times* concisely states the factors of the Rubber position as follows:—The present annual consumption of raw rubber is approximately 120,000 tons. The present annual production of plantation rubber does not exceed 50,000 tons. It must be several years before the latter alone can suffice to meet the former, and it is doubtful whether the existing planted area will ever be able to overtake the increasing consumption. Meanwhile the large demand which the plantations cannot satisfy must be met by wild rubber, every pound of which, at present rates, is sold at a heavy loss. The question is—How long can such an anomaly continue?

ANNUAL FIRE-BRIGADE DISPLAY

Yesterday afternoon the demonstration and competitions annually held by the Hongkong Fire Brigade took place in front of the City Hall, in the presence of H.E. the Officer Administering Government (Hon. Mr. Claud Severn), with whom were Sir James and Lady Dods-Shaw, who are passing through the Colony on their way back to London. Captain Connolly (Aide-de-Camp) was in attendance on His Excellency. As usual, the streets were thronged with onlookers, who took the liveliest interest in the smart movements of the Brigade.

Accompanied by the Captain Superintendent of Police (Mr. McIlvaine Messer) H.E. Mr. Severn inspected the Brigade, which was drawn up at attention, after which the competitions were proceeded with.

The despatch box contest was well and deservedly won by Sergt. Murphy, who was the winner of the drill two years ago, and was only very narrowly defeated last year. His time was 1min. 4secs. Of the Chinese, Fireman No. 16 came out on top most creditably, and his time (57secs.) approached the record for this drill. The motor competition between three divisions of the European section of the Fire Brigade was won by A Division, under Sergt. Adlington. Driver Singleton's control over the heavy motor was really extraordinary, and he practically gained for his Squad the palm of victory. B Division, under Sergt. Angus, were awarded the second prize. Sergt. Pitt's Squad were much smarter in handling the hose, but a burst unfortunately upset their claim to a prize. The winning Division's time was 1min. 13secs., the second Division being three seconds behind.

His Excellency afterwards pinned bronze medals on the breasts of the following Indian and Chinese police:—I.P.C.'s Sardar, Jabal Din, and Khair Din for plucky and intelligent action in connection with the attack by a band of armed robbers on Ha Tsin, a village in the Ping Shan district, in the New Territory, on the 30th March last. The constables, who were on patrol, heard firing and proceeded to the spot whence the sounds came. They captured one member of the gang, and a second man was shot dead by the villagers. In this affair Sardar was slightly wounded.

I.P.C. Hussan Khan, for rescuing two Filipino boys from drowning at Green Island on the 4th August. The boys were bathing when they got out of their depth. Hussan Khan entered the water attired in full uniform, and swam to try spot where they were struggling. In spite of the strong tide which was running at the time, he managed to effect a most commendable rescue.

C.P.C. Lin Kan, for prompt and intelligent action in connection with the *Yat On* piracy. He arrested one of the pirates in the Yaumati district with a quantity of the stolen property in his possession.

His Excellency addressed a few congratulatory remarks to each of the medalists, and then presented the awards gained by the competitors in the contests that afternoon.

At the close the Fire Brigade were drawn up before His EXCELLENCY, who addressed them as follows:—I congratulate you on your practical and very successful demonstration, which I am sure, we have all witnessed with the greatest possible interest. I am certain that Station Officer Lane ought to be very pleased with the work carried out to-day. I have witnessed on many occasions wet drills by Fire Brigades, which have been longer and had a good many more competitions than we have seen here, and I thought sometimes that they were not of a very useful nature, where actual fire work was concerned, and were probably designed merely to show the skill of the Brigades in managing the hose and apparatus, but this drill has been a very short one, and I think I may say an essentially practical one, and shows what the Brigade could do in an emergency. (Applause.) I congratulate you.

COMPANY MANAGER AND NEWSPAPER.

A STRAITS LITEL ACTION.

A case has been heard in the Supreme Court at Ipoh in which Mr. T. O. B. Denny sued the *Straits Times* and Mr. Still as Editor for libel. The sum claimed was \$20,000 for publishing a report of a meeting of a rubber company which the plaintiff once managed in which libellous statements are stated to have been made by the chairman concerning the plaintiff.

Defendant pleaded that the matter contained in the report was that of a public meeting and was of public benefit and concern. Alternatively it was pleaded, in mitigation of damages, that the report in question was merely copied from the *China Press*, a newspaper of Shanghai, and that there was no malice. The action against Mr. Still was not proceeded with as he was absent from the country when the publication occurred. Damages for \$5,000 was awarded the plaintiff.

SWATOW.

FAREWELL ADDRESS TO MR. E. G. JAMIESON.

The Chinese British subjects of Swatow presented a farewell address to Mr. E. G. Jamieson H.B.M.'s Pro-Consul, recently on his leaving by the steamer *Poochoo*, one of Messrs. Butterfield & Swire's coasters, for Weihaiwei on promotion, Mr. E. G. Jamieson accompanying him.

By the courtesy of Mr. J. H. R. Hanco, local agent of Messrs. Butterfield & Swire and by that of Captain J. R. Owen, the upper and boat decks of the s.s. *Poochoo* were placed at the disposal of the party to enjoy tea and refreshments. The bulwarks of the decks and the gangway were draped with flags and the doors of the saloon were decorated with artificial flowers, while natural flowers and artificial flags inside the saloon and at other parts of the two decks referred to completed the decoration, which altogether presented a picturesque sight. A steam launch adorned by flags from stem to stern conveyed Mr. and Mrs. Jamieson to the *Poochoo*.

The party was served with tea and sandwiches and cakes of various kinds, and champagne and other refreshments. In the course of this enjoyment, Mr. SIM KYE PANG, on behalf of the British Chinese Community of Swatow, read the following Address:—

To EDGAR GRACE JAMIESON, Esq., His Britannic Majesty's Pro-Consul, Swatow, South China. Sir,—As the British Chinese Community of Swatow have done me the honour of entrusting to me the duty of addressing you on their behalf on the eve of your departure for Weihaiwei on promotion, it is a great pleasure to me to carry out that responsibility.

The British Chinese Community of this port found in you during the time you were discharging your official duties one of the most energetic and conscientious Officials of His Majesty's Consular Service. The courtesy extended by you to the individual members of that Community whenever they had occasion to see you on business, and the patience and attention with which you attended to their interests and welfare, have been appreciated in no small degree. Indeed, it is the bounden duty of us, Chinese British Subjects, to show to you in a befitting manner our high appreciation of all your good and becoming acts in safeguarding our interests in this land where justice is considerably at a discount. To neglect a due manifestation of such appreciation would, indeed, be ingratitude on our part to a flag which ever shelters us from injustice and injury of whatever nature.

Our very best wishes and feelings go out to you and your good consort, Mrs. Jamieson, and we most sincerely hope that you may both be spared to return to this port at no distant date, and that you, Sir, so return on further promotion.

We, in a body, most heartily wish you and Mrs. Jamieson a very pleasant voyage and every success and happiness in your future career.—Ever sincerely yours, SIM KYE PANG.

For the British Chinese Community of Swatow.

Swatow, 4th November, 1913. Mr. JAMIESON, in reply, said that he thanked the British Chinese Community very much for the very kind words used by them in praise of his duties as an Official of the Consular Service, but he thought that what was done by him was simply in the ordinary course of performing his duties. He said that he and Mrs. Jamieson would carry with them a very pleasant and grateful remembrance of the good opinion entertained of them by the British Chinese Community and other residents of Swatow, whom he, as well for himself as for Mrs. Jamieson, thanked most heartily. He added that he hoped that it might not be very long before he and Mrs. Jamieson might come again to Swatow to have the pleasure of being once more with those whom they were leaving with very much regret.

After this, a group photograph was taken of the party by Mee Cheung. A few minutes before the *Poochoo* began to move, a very large bunch of crackers on board a lighter was fired, while Mr. Jamieson, standing by the gangway, shook hands with everyone and wished him or her "good-bye." Hats and handkerchiefs were kept waving until the *Poochoo* was far away.

The British Chinese Community was represented by:—Messrs. Sim Kye Pang, Low Cheong Koon, Tan Cheung Yung, J. Skadiang, Low Peng Hong, Low Peng Keab, Low Keng Juy, Koo Ben Soon, Koo Hock Soon and H. Haroon.

The Chinese guests were:—Messrs. Lim Pang Kiat, Lee Hang Kue, Lee Teng Ching, Pung Kiat Tung and Tan Yeok Khoo.

The European guests were:—Mr. James M. Forbes, Mr. Sims, and Miss William G. Lay, Mr. D. Percival, Mr. and Mrs. J. H. R. Hanco, Dr. H. G. Hobson, Mr. R. C. Hodgland, Mr. C. Hodgson, Rev. T. Campbell Gibson, M.A.; Mrs. H. Peet, Mr. Harold J. O. Hicks, Miss Hicks, Mr. A. E. Herdman, Captain J. R. Owen, Dr. Adolf Radzky and Mr. T. Carr Ramsey.

HARMSTON'S CIRCUS.

To-night's performance closes the present season of Harmston's Circus in Hongkong. The Circus, which is the most popular of its kind which periodically visits this Colony, has had a deservedly successful season. A matinee performance is advertised to take place at 4 p.m. this afternoon, which furnishes a last opportunity for the juvenile population to witness the show.

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed **DAILY PRESS** only, special business matter **THE MANAGERS**.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. Orders for extra copies of **DAILY PRESS** should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

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NEW ADVERTISEMENTS

NOTICE.

IT IS HEREBY NOTIFIED that applications are invited for the vacant posts of **THREE PROBATIONER NURSES** in the Civil Medical Department. Applications must be in the handwriting of the candidates accompanied by certificates of character, and be forwarded to the undersigned. For full particulars apply to the Matron at the Civil Hospital.

J. T. C. JOHNSON,
Principal Civil Medical Officer.
Hongkong, 21st November, 1913. [1352]

HONGKONG AND SOUTH CHINA STEAM FISHERIES CO., LTD.

NOTICE IS HEREBY GIVEN that **CERTIFICATE No. 272**, dated Hongkong, 21st March, 1911, for 50 Shares numbered 07996 to 08045 inclusive, Registered in the name of **LAM HON KWAN**, has been LOST or STOLEN, and should this Certificate not be produced to the General Managers before the 15th December, 1913, a New Certificate for the Shares will be issued and the aforesaid Certificate No. 272 will be thereafter treated by this Company as Null and Void.

BRADLEY & Co., Ltd.,
General Managers.
Hongkong, 21st November, 1913. [1353]

TOYO KISEN KAISHA.

NOTICE TO CONSIGNEES.

S.S. "HONGKONG MARU."

FROM SAN FRANCISCO VIA HONOLULU, JAPAN PORTS AND SHANGHAI.

THE above named Steamer having arrived, Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the Company's Godown at West Point, whence delivery may be obtained.

No Fire Insurance whatever will be effected. No Claims will be recognised after the Goods have left the Godown, and all Goods remaining undelivered on the 28th inst. will be subject to storage charges.

All claims and otherwise damaged Goods to be left in the Godown, and examination of same to be held on the 25th inst. at 10 A.M.

All Claims must be filed on or before 5th Dec., otherwise they will not be recognised.

S. MORIMOTO,
Agent.
Hongkong, 21st November, 1913. [1354]

EAST ASIATIC COMPANY, LIMITED, COPENHAGEN.

NOTICE TO CONSIGNEES.

THE Steamship

"KINA," having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasures and Valuables, are being landed and stored at their risk into the Godowns and/or extra Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, and West Point Godowns, whence delivery may be obtained.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON TO-DAY requesting it to be landed here.

No Claims will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after the 28th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 28th inst. at 9.30 A.M.

All Claims must reach us before the 5th Dec., or they will not be recognised.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the Undersigned.

MELCHERS & Co.,
Agents.
Hongkong, 21st November, 1913. [1355]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"ASSAYE," Arrived Hongkong on 21st November, 1913, from BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

This vessel brings on Cargo—
From London, &c., ex "Macedonia,"
From Persian Gulf, ex "B. I. S. N."
and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared within 8 days including date of arrival will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GODDARD and DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT,
Superintendent.
Hongkong, 21st November, 1913. [1]

NEW ADVERTISEMENTS

AGENT Wanted, for the sale of well-known Scotch Whiskies in China. Must be able to do a large trade. Apply D. A. RHIND & Co., Limited, Leith, Scotland. [1351]

THE HONGKONG WEEKLY PRESS & CHINA OVERLAND TRADE REPORT

is now ready and contains:—

For Eastern News.
Leading Articles:—
Anglo-Chinese Friendship Bureau.
The Government at Peking.
The Financial Situation of Japan.
The Chinese Customs Tariff.
The Future of the Philippines.

Random Reflections.

Hongkong.

The Magistracy.

Petty Thefts.

Special Envoy to Shanghai.

Hongkong Society of Accountants and Auditors.

Wedding at St. John's Cathedral.

British Barque Cycloned.

The Nippon Yusen Kaisha.

The N.K.K. European Liner "Kashima Maru."

The "Tingnan" Abandoned.

A Chinese Defeat in Mongolia.

Supreme Court.

Sanitary Board.

An Official and His Province.

Serious Affair at Shatin.

Aviation Fatality at Manila.

Company Meeting:—

Hongkong and South China Steam Fisheries Co., Ltd.

White Wolf.

The Future of the Philippines.

New Shipping Service to the East.

Shanghai Autumn Races.

Hongkong University.

Royal Hongkong Golf Club.

Fatal Shooting Accident at Pochoh.

Accident to Mr. Ho Tang.

Canton Notes.

The Suspension of China's Parliament.

A Banking Question.

Tibetan Autonomy.

Philippines at Variance.

Reform in China.

Mining Projects in China.

Unions and Coolies.

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Extra copies 30 cents each. Cash.

Copies can be posted from this Office to addresses sent; including postage, 34 cents each.

\$1 Cash for three copies.

Subscription: \$12 per annum, payable in advance; postage \$2.

Hongkong, 22nd December, 1913.

SHORTHAND REPORTER.

WILL be Required next March on the staff of a leading English Morning Newspaper in Shanghai. Salary commencing at \$250 (about £25) per month. Applications, with copies only of testimonials, if submitted, to be addressed to—

Box A. K.,
Care of "Daily Press" Office.
[1307]

WANTED.

POSITION Wanted by GERMAN with 3 years' experience in Hongkong; Piecegoods or Sundries preferred.

Please apply to—
"X. Y."
Care of "Daily Press" Office.
Hongkong, 31st November, 1913. [1348]

WANTED.

IN Good Locality, TWO NICELY FURNISHED ROOMS, with Bathroom attached. Use of Kitchen and accommodation for Servants Essential.

Apply—
"BENEDICK,"
Care of "Daily Press" Office.
Hongkong, 20th November, 1913. [1345]

NOTICES OF FIRMS

NOTICE.

WE HAVE from This Date handed over our Wine and Spirit Department to Messrs. MACEWEN, FRICKEL & Co., to whom we recommend our patrons to apply for future supplies.

THE FRENCH STORE.
Hongkong, 1st November, 1913. [1293]

NOTICE.

WE HAVE purchased the stock of Wines carried by THE FRENCH STORE and will be pleased to receive enquiries for these High-Class Goods.

MACEWEN, FRICKEL & Co.
Hongkong, 1st November, 1913. [1294]

KOMOR'S

ART AND CURIO GALLERY.

JUST RECEIVED: FASHIONABLE

SILK SCARFS

and

OPERA CLOAKS

designed by French and English Artists.

GENUINE TORTOISE-SHELL

ORNAMENTS.

POST CARDS

ARTISTIC HONGKONG VIEWS.

Inspection invited!

Please note that the address of MESSRS. KUHN & KOMOR and KOMOR'S is

ALEXANDRA BUILDINGS ONLY.

DES VUEX ROAD CENTRAL.

Hongkong, 22nd November, 1913. [1301]

INTIMATIONS

LANE, CRAWFORD & Co.

(ESTABLISHED 1850).

NEW AUTUMN STOCKS

NOW SHOWING

FELT HATS,
COLLARS AND TIES,
GLOVES AND MUFFLERS.

JAEGER'S GOWNS,
WAISTCOATS,
OVERCOATS.

"VIYELLA" SHIRTS,
PYJAMAS AND UNDERWEAR.

BOOTS AND SHOES.
EVENING DRESS WEAR.
LANE, CRAWFORD & CO.

BECK & CO., BREMEN.
KAISER BREWERY.
BECK'S BEER,
KEY BRAND.

PER CASE OF 6 DOZ. PINTS.

" " " 4 " QUARTS.

HONGKONG AGENTS:

MACEWEN, FRICKEL & Co.

NOTICE.

JUST Received a Large Quantity of IRISH CROCHET COLLARS and CUFFS, LACE and INSERTION, FRINGES, and HAND-BAGS, etc., SWATOW HAND-MADE DRAWN THREAD WORK, CANTON EMBROIDERY, CANTON GRASS CLOTH, CHINA SILK of all Descriptions, etc., etc. Best Qualities. Cheapest Prices. Inspection invited.

SWATOW DRAWN WORK CO.

No. 14, DES VUEX ROAD CENTRAL, HONGKONG.

Hongkong, 18th November, 1913. [1240]

ESTATE AGENCY.

PROPERTIES PURCHASED AND SOLD.
PROPERTIES LET.
PROPERTIES MANAGED.
LOANS AND MORTGAGES ARRANGED FOR SAME.

For Terms and Particulars, Apply to—

TOBIAS HUNTER.

ESTATE AGENT.

HOTEL MANSIONS.

TELEPHONE K. 178.

Hongkong, 1st November, 1913. [1274]

PUBLIC COMPANY

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that PROVISIONAL CERTIFICATE No. 49/320 dated Hongkong, 1st July, 1907, for Five Shares numbered 87463 to 87467 inclusive, Registered in the name of Mrs. EMILY L. LING, has been LOST or STOLEN, and should this Certificate not be produced to the Bank before the 30th November, 1913, a New Certificate for the Shares will be issued and the aforesaid Provisional Certificate will be thereafter treated by this Corporation as Null and Void.

By Order of the Court of Directors,
N. J. STABE,
Chief Manager.

Hongkong, 29th October, 1913. [1258]

WEIHAIWEI SCHOOL.

AN ENGLISH SCHOOL in British Territory favoured with a "magnificent climate." Preparation by experienced and qualified teachers for entrance to schools in England, or for commercial life in the East. School-house by the sea. Recreations—Sea bathing, boating, cricket, football, etc. For terms, apply to the Headmaster, HERBERT L. BEER, L.C.P. [1343]

ENTERTAINMENTS

HARMSTON'S CIRCUS AND ROYAL MENAGERIE

PERFORMING WILD ANIMALS.
LOCATION: CAUSEWAY BAY.

MATINEE--TO-DAY AT 4 P.M.

Doors Open at 3 P.M. Performance at 4 P.M. Sharp.
Children Half-Price to Matinee Only.

TO-NIGHT! TO-NIGHT!!
LAST NIGHT! LAST NIGHT!!
OF THIS GREAT SHOW IN HONGKONG.

Do NOT MISS THE OPPORTUNITY OF WITNESSING THE FINEST CIRCUS PERFORMANCE EVER PRESENTED TO THE HONGKONG PUBLIC.

Booking at ROBINSON PIANO Co.

Full Box, 6 Seats, \$15; Single Seat Box, \$3; Chairs, \$2; Stalls, \$1.

Soldiers and Sailors in uniform Half-Price to the \$1 and \$2 Seats.

N.B.—Our Menagerie is opened daily for a small charge.

W. HARMSTON, Proprietor. E. ALTON and W. SYMONS, Agents.
Hongkong, 22nd November, 1913. [1292]

INTIMATIONS

NOTICE.

WE have much pleasure in announcing to our Numerous Patrons and Customers that we have Opened a NEW SILK STORE in the most up-to-date Style and Fashion at the Large and Commodious Premises No. 38 and 40, QUEEN'S ROAD CENTRAL, lately occupied by Messrs. H. Kuttanjee & Son, where we are displaying an entirely new, handsome and gorgeous Stock of SILK GOODS and JEWELLERY WARE of all Descriptions in a Variety of New, Elegant and Attractive Designs and Patterns.

The Stock includes a Choice Selection of Turkish, Persian and Indian SILK CARPETS and WOOLLEN RUGS in Chaste and Elegant Patterns.

Prices Specially Reduced for Summer.

Cheapest Store in the Colony.

An Early Visit Earnestly Solicited.

D. CHELLARAM.
Hongkong, 26th July, 1913. [907]

JUST UNPACKED!

FINEST Quality "DELHI DURBAR" and "DUCHESS" Satin and Mousseline

Black and Coloured for Dress and Evening

Wear.

Guaranteed will wash well.

Inspection earnestly solicited.

HOOSAIN-ALI & Co.,

10, D'AGUIAR STREET.

Hongkong, 15th October, 1913. [45]

SPECIALITIES

CORNEO OX TONGUES,
CORNEO BEEF,
CORNEO PORK.

PRESSED BEEF,
GERMAN SAUSAGES.

These are a few of the delicacies offered for sale by

THE

DAIRY FARM Co., Ltd.

[28]

GRACA & CO.

PEPPER ST. (Hongkong Hotel Building),
Dealers in

POSTAGE STAMPS, PICTORIAL

POST CARDS,

CHRISTMAS GOODS,

TOYS, &c.

Just Received a Fine Selection of

BABY DOLLS

from ONE INCH to THREE FEET in Size.

Hongkong, 25th October, 1913. [1155]

TO LET

TO LET.

"RANFURLY" No. 11, Conduit Road.

GODOWN, 153, Praya East.

GODOWNS, 24, Wanchai Road, 102, Praya East.

Apply—

THE HONGKONG LAND INVESTMENT AGENCY Co., Ltd.

Hongkong, 29th October, 1913. [65]

TO LET.

SHOP, No. 12, Queen's Road Central.

Apply to—

M. J. D. STEPHENS.
Hongkong, 17th July, 1913. [722]

TO LET

TO LET OR FOR SALE.

GODOWNS at 98, 98A, 99 and 99A, Praya East.

Apply to—

HONGKONG, CANTON & MACAO STEAMBOAT Co., Ltd.,

Hotel Mansions.

Hongkong, 4th September, 1913. [1035]

TO LET.

MERTON, Nos. 9 and 10, PEAK, Unfurnished, ed. 8 Rooms. Cheap rental, from 1st December. Newly Painted and Colourwashed.

"ROGATE," Austin Road, Kowloon Unfurnished.

No. 68, PEAK, MOUNT KELLETT (Church Mission Society Bungalow), from 1st October, 1913, till 30th May, 1914. Partly Furnished. Cheap rent.

FOR SALE OR TO LET.

(From 1st November, 1913.)

No. 1, GOUGH HILL, No. 103, PEAK, Bungalow, containing Drawing, Dining and Smoking Rooms and Five Bedrooms. With Ground for Tennis Court.

FOR SALE.

"HARTING and ROGATE," on part of Kowloon Inland Lot No. 114.

Apply to—

LINSTEAD & DAVIS.

3rd Floor, Alexandra Buildings.

Hongkong, 10th October, 1913. [64]

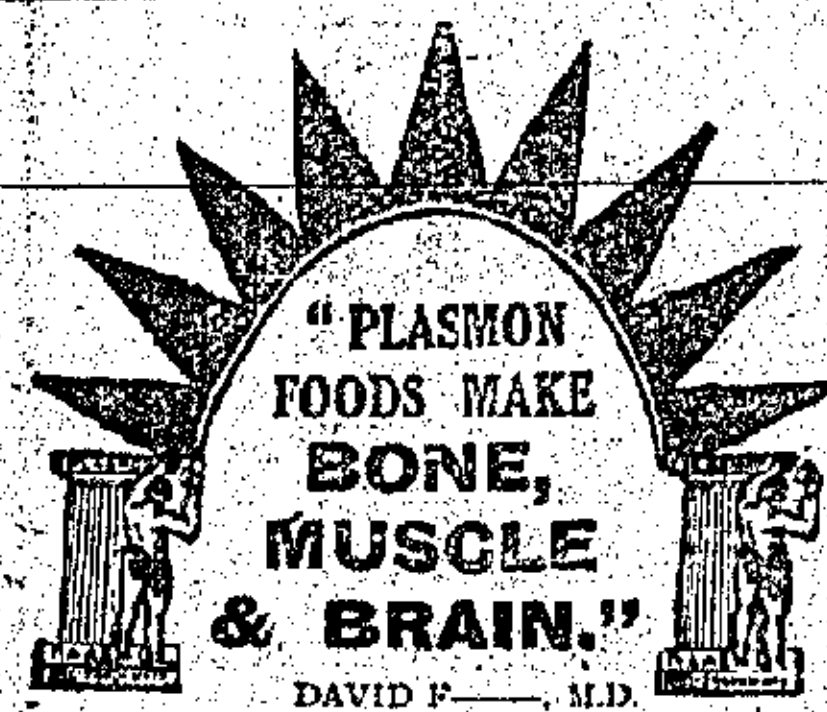
TO LET.

FURNISHED, at THE PEAK, No. 2, Ste art Terrace.

Apply to—



NAPIER & JOHNSTONE'S
"SQUARE BOTTLE"
WHISKY.
UNVARIED FOR OVER
150 YEARS.
THE SAME TO-DAY AS IN
1745.
BEWARE OF
IMITATIONS.
SOLE AGENTS IN HONGKONG
LANE CRAWFORD & CO.
and from ALL WINE MERCHANTS.



DAVID F. M.D.
ANALYSIS PROVES that
PLASMON COCOA
is in itself a Complete Food and
Delicious Beverage, **ten times more**
nutritious than ordinary Cocoa.



Meltonian Cream

For excellent footwear some prefer the equally excellent MELTONIAN PASTE (brown or black).
Sold by all Bootmakers, etc. Manufactured by
E. DUNN & SON, LTD., GERRARD ST., LONDON.



HOME AND CHINA AFFAIRS.

(FROM OUR OWN CORRESPONDENT.)

LONDON, October 20th.

BRITISH TRADE OPPORTUNITIES IN THE FAR EAST.

China's commercial opportunities and the contrast between the methods of British and Japanese manufacturers have been the subjects of considerable comment in several British papers this last week or two. The *Globe*, *Daily Chronicle*, *Birmingham Post* and *Advertiser's Weekly* have been among the papers giving liberal space to pleas for enterprising measures on the part of our home commercial magnates, to ensure that the present opportunities in the Far East are not lost. Generally speaking, the comments on the election of Yuan Shih-kai as President of the Republic have been favourable, though some papers see in him an opportunist of more than ordinary personal ambition. That reflection apart, however, they all admit that he is a strong man, and the critical period through which China is passing demands a strong man.

LI HUNG-CHANG'S DIARIES.

The Hon. John W. Foster's selection from the voluminous diaries of the late Li Hung Chang, just published by Messrs. Constable, has met with a very cordial reception from those who are fond of studying the working of the Oriental mind. Says the *Observer*:—"It would be difficult to exaggerate the charm and interest of these memoirs. You feel in the presence of one of the shrewdest and one of the wisest of men, who has kept through a life of astounding activity and importance the simplicity of a child." There may be a smile among old China hands at the reasoning which follows, for the reviewer demonstrates what he means by first quoting a businesslike entry about a visit to Krupp's great gun works, the reception of a present of guns and the formation of a resolve to buy three batteries, four ten-inch guns and a quantity of German powder and shells. Against this is contrasted the following entry:—

"Next day: Hour of the Drake.—This day, I will seclude myself from all callers, in order that I may devote myself to thoughts of my celestial mother, who died fourteen years ago this day, and who for that long time has been thinking of my coming to the Peaceful Sunlight of the Nine Springs. With all the incidents of my life, its trials and lamentations, its moments of joy and pride, with all and every affair of my life, I cannot forget my celestial mother and all she was and is to me. A letter from Von Moltke has just been handed to me by Song. I shall read it to-morrow. To-night I must read long into the hours from the philosophers in memory of my mother."

At another time he writes that he would not like to "exchange positions with the Tsar, even to have the fine Tsaritsa as wife and my choice of the rarest tea." There were too many people anxious to take the Tsar's life, a matter which reminds him how on one occasion "a low fellow came into my courtyard and told the banner-captain in charge that he intended taking my life. He had a long piece of wire, and said he was going to hang me to my own gate-posts. I had to have his head cut off before he would stop talking." Messrs. Constable are having the pick of the immediate season of publishing. They also secured the life of Labouchere, which friends and foes of that late advanced Radical agree is one of the "plums" of the time. It is a most entertaining book, and far more successful than it might have been had not the writer, Mr. Thorold, a nephew of "Lobby," handled his theme with discrimination and insight.

CHINESE FESTIVITIES.

London Chinese held celebrations in honour of the President's Election both at the Legation and the Treaders. The former was, of course, an official "At Home," to celebrate the establishment of the Republic. The Minister Lew Yuk-lin, assisted by his daughters, Amy Lew-lin and May Lew Yuk-lin, received the guests in the grand salon. The rich Oriental china, pictures, furniture and hangings, lit up by Chinese lanterns, afforded plenty of interest to the guests, among whom were a wide range of diplomats and notables including Sir John Jordan, Dr. James Cantlie, Sir Bruce and Lady Hart, Sir Walter Hillier, Sir John McLeary Brown, and Mr. Birch Crisp. His Excellency expressed to the writer the deep appreciation of his Government and himself of the exceedingly fair and just manner in which the Government of Hongkong and the residents generally had acted throughout the troubles. The Chinese Students' Union held the Treaders luncheon to celebrate the anniversary of the Wuchang outbreak of the rebellion, October 10th, 1911. There were about a hundred guests, including Mr. P. K. C. Tyan, First Secretary of the Chinese Legation, on behalf of the Chinese Minister, Mr. Yen Hsin, former Vice-President of the Board of Education, General Lan Tien-wei, Mr. T. Y. Chang, Financial Representative in London, and Mr. Shan, Senior Councillor of the Ministry of Finance.

WM. POWELL, LTD.

TELEPHONE 346.

DRAPERS. MILLINERS. OUTFITTERS.
COMPLETE HOUSE FURNISHERS.
GENTLEMEN'S TAILORS.

"SOME OF THE THINGS WE STOCK"

CHINA. GLASS.
CUTLERY.
ELECTRO-PLATE WARE.
BOOKCASES.
STANDARD LAMPS AND SHADES.
WRITING DESKS, ETC.
INSPECTION INVITED.

INDO-CHINA BRICKS. TILES. PIPES COMPANY, LIMITED.

BEST FIRE BRICKS AND FIRE CLAY
PATENTED ROOFING TILES.

Guaranteed against Typhoon and Leakage.

MORE THAN TEN MILLIONS IN USE IN THE FAR EAST.
SAMPLES AND FULL PARTICULARS FROM
P. SOFFIETTI & Co., 14, DES VŒUX ROAD. TEL. 289.
ALWAYS IN STOCK.

INTERCHANGEABLE RETURN TICKETS ISSUED BY TRANS-PACIFIC MAIL LINES.

IT IS HEREBY NOTIFIED THAT TICKETS ISSUED BY ANY ONE OF THE UNDERMENTIONED STEAMSHIP LINES FOR ROUND TRIP PASSAGE BETWEEN HONGKONG, SHANGHAI AND JAPAN PORTS OF CALL AND POINTS IN CANADA AND THE UNITED STATES WILL BE GOOD FOR PASSAGE IN THE RETURN DIRECTION BY THE STEAMERS OF EITHER OF THE OTHER COMPANIES, THUS TICKETS SOLD FOR RETURN FROM VANCOUVER WILL BE HONoured FOR RETURN FROM SAN FRANCISCO, AND VICE VERSA.

PACIFIC MAIL S.S. CO.

CANADIAN PACIFIC ROYAL MAIL S.S. LINE.
TOYO KISEN KAISHA.

THE LAND QUESTION.

If these Chinese students intend to study the English land question, they are not likely to receive much assistance from the Chancellor of the Exchequer's speech at Bedford on Saturday. It was a long-awaited speech, and delegates came from the far ends of the country to hear what the Government intended to do with perhaps the most difficult domestic problem the country has to face. Mr. Lloyd George spoke for two hours and twenty minutes, but though there was much denunciation of sporting landlords and the like, and much expression of sympathy

for the suffering farm labourers, with a sop or two to the farmers, the audience was profoundly disappointed by the vague terms of the "reforms" suggested. The Chancellor, disappointed by the absence of cheering as he made his points, was moved to say that the audience would understand better what he meant when they read the speech next day. Moreover, he promised another section of the "reforms," as relating to the towns, later on. In this, as in so much more nowadays, we have to accept the Premier's advice and "wait and see."

(Continued on Page 6.)



INDIGESTION HEADACHES BILIOUSNESS CONSTIPATION

are signs of Stomach and Liver Trouble and

YIELD TO

Do you suffer from indigestion, headaches, biliousness or constipation? Have you a furred tongue, with a nasty taste in your mouth, and a dull, heavy feeling? Have you lost your appetite, lost your vigour, lost your interest in life? If so, your stomach and liver are out of order. Your stomach must be toned up and strengthened, and your liver gently stimulated, or worse will follow. Mother Seigel's Syrup is the very remedy you need. The herbal extracts it contains make it the finest stomach and liver tonic in existence. It quickly restores those organs to working order and thus it makes food nourish you, cleanses your tongue, raises your vitality, restores your strength, and gives you the vigour and glow of health. Try it!

MOTHER SEIGEL'S SYRUP

Sold also in Tablet form.

The treasury of the world's best music



That's what the Victor-Victrola really is. It holds in store for you the best music of the entire world—the musical gems of the great masters, the latest popular music, everything you want.

All yours to enjoy whenever and as often as you wish. Doesn't that interest you? Wouldn't you like to hear your favorite selections on the Victor-Victrola? Come in at any time.

PRICES \$35 TO \$225.

EXCLUSIVE DISTRIBUTORS:

S. MOUTRIE & CO., LTD.

BANKS

NEDERLANDSCH-INDISCH HANDELSBANK.

(NEDERLANDS INDIA COMMERCIAL BANK.)

ESTABLISHED 1838.

Authorised Capital Fl. 30,000,000 (£2,500,000)
Paid-up Capital Fl. 17,407,000 (£1,450,583)
Reserve Fund Fl. 6,518,000 (£543,160)

HEAD OFFICE: AMSTERDAM.

HEAD AGENCY: BATAVIA.

LONDON BANKERS:

THE WILLIAMS DEACONS BANK.

SWISS BANKVEREIN.

The Bank transacts every description of Banking and Exchange business, receives money on Current Account and on Fixed Deposit at rates which may be ascertained on application.

G. VERMEY, Manager.

No. 8, Des Vœux Road Central.

Hongkong, 3rd October, 1913. [91]

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL £16,000,000
RESERVE FUNDS:—
STERLING £1,500,000 at 2/—£15,000,000
SILVER \$17,450,000

RESERVE LIABILITY OF PROPRIETORS \$15,000,000
\$32,450,000

COURT OF DIRECTORS.

S. R. DODWELL, Esq.—Chairman.

Hon. Mr. D. L. LAM, Esq.—Deputy Chairman.

G. F. FRIEDLAND, Esq.—J. A. PLUMMER, Esq.

C. S. GUTHRIE, Esq.—W. L. TAYLOR, Esq.

P. H. HOLYOKE, Esq.—H. A. SIBBE, Esq.

G. R. LAURENCE, Esq.—Hon. Mr. E. SHILLIN.

CHIEF MANAGER:

Hongkong—N. J. STABBS.

MANAGER:

Shanghai—A. G. STEPHEN.

LONDON BANKERS:

LONDON COUNTY AND WESTMINSTER BANK, LIMITED.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of Two per cent. per annum on the Daily Balance.

ON FIXED DEPOSITS.

For 3 months, 2½ per cent. per annum

For 6 months, 3½ per cent. per annum

For 12 months, 4 per cent. per annum

N. J. STABBS, Chief Manager.

Hongkong, 13th October, 1913. [16]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.

PAID-UP CAPITAL £1,200,000

RESERVE FUND £1,700,000

RESERVE LIABILITY OF PROPRIETORS £1,200,000

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSIT received for 1 year or shorter periods at rates which will be quoted on application.

A. S. HEWETT, Acting Manager.

Hongkong, 14th April, 1913. [123]

THE BANK OF TAIWAN, LIMITED.

(INCORPORATED BY SPECIAL IMPERIAL CHARTER.)

Capital Yen 10,000,000

Capital Subscribed (paid up) Yen 8,250,000

Reserve Fund Yen 2,630,000

HEAD OFFICE: TAIPEI, FORMOSA.

BRANCHES AND AGENCIES:

Amoy Swatow Tainan

Anping Keelung Keelung

Canton Kobe Nagasaki

Fouchow Osaka Yokohama

Keelung Shanghai

HONGKONG OFFICE.

S. DES VŒUX ROAD.

Interest allowed on Current Accounts. Deposits received on terms which may be had on application.

K. TSUDZURABARA, Manager.

Hongkong, 1st May, 1913. [172]

BANKS

INTERNATIONAL BANKING CORPORATION.

HEAD OFFICE: 60, Wall Street, New York.

LONDON OFFICE: 26, Bishopsgate, E.C.

BRANCHES:—

Bombay Kobe

Calcutta Manila

Canton Mexico

Cebu Panama

Colon Peking

Empire San Francisco

Hongkong Shanghai

Hankow Yokohama

CAPITAL AND SURPLUS Gold \$7,200,000

equal \$1,450,000

EVERY DESCRIPTION OF BANKING BUSINESS transacted.

CURRENT ACCOUNTS opened on the usual terms.

DEPOSITS RECEIVED, fixed for one year at 4 per cent. per annum or for shorter periods, at rates which may be ascertained on application.

BILLS NEGOTIATED AND COLLECTED.

MAIL AND TELEGRAPHIC REMITTANCES made.

LETTERS OF CREDIT and DRAFTS granted on all the principal cities in the world.

THE BANK'S CIRCULAR LETTERS OF CREDIT are available all over the world.

COMMERCIAL LETTERS OF CREDIT issued.

PURCHASE and SALE of Stocks and Shares effected.

TRAVELLERS' CHECKS sold and cashed.

GEORGE HOGG, Manager.

9, Queen's Road, Hongkong, 1st October, 1913. [1230]

THE MERCANTILE BANK OF INDIA, LIMITED.

Authorised Capital £1,500,000

Subscribed " 1,125,000

Paid-up " 552,500

Reserve Fund 415,000

BANKERS:

BANK OF ENGLAND, and

LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Account at 2 per cent. per annum on Daily Balance and on Fixed Deposits at rates which may be ascertained on application.

A. B. LINTON, Manager.

Hongkong, 14th July 1913. [878]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION.

Rules may be obtained on application.

INTEREST on deposits is allowed on the Minimum Monthly Balances at 3½ per cent. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,

N. J. STABBS, Chief Manager.

Hongkong, 1st July, 1911. [19]

THE YOKOHAMA SPECIE BANK, LIMITED.

AUTHORISED CAPITAL Yen 48,000,000

PAID-UP CAPITAL Yen 30,000,000

RESERVE FUND Yen 18,000,000

HEAD OFFICE—YOKOHAMA.

Branches and Agencies at:

Antung-Hsin Liao-Yang (Port Arthur)

Canton London San Francisco

Changhai Los Angeles Shanghai

Dairen (Daly) Lyons Tientsin

Fongtien (Mukden) Nagasaki Tientsin

Hankow Newchwang Tokyo

Harbin Osaka

Hofu Peking

Kobe

INTEREST ALLOWED ON CURRENT ACCOUNTS.

Deposits received for fixed periods at rates to be obtained on application.

EISHI ONO, Manager.

Hongkong, 30th September, 1913. [464]

WOMAN'S FEAR FOR HER HAIR.

THOUSANDS OF READERS ALL OVER THE COUNTRY AFFRIGHTED AT EPIDEMIC OF FADING AND FALLING HAIR.

Write To-day for this Presentation Hair-Growing Toilet Outfit and Save Your Hair Before Too Late.

From all over the country come reports of an epidemic of fading and falling hair. Women as yet are the chief sufferers, but men and even children are likewise affected. Thousands of readers are finding that their hair is—

- Losing its elasticity.
- Becoming brittle.
- Splitting at the ends.
- Losing its gloss and lustre.
- Becoming faded and grey.
- Falling out liberally in hand.

Further, the young growth of the hair (and young hair is for ever growing to replace the old) is being stunted, just as first signs of the tender shoots of plants and trees. Fortunately these disasters (and disasters they literally are) can be prevented.

Women need fear for their hair no longer, nor need men, nor need parents fear for their children's hair. A remedy for the present epidemic of falling and falling hair has been discovered by Mr. Edwards, the world's greatest authority on the Care and Preservation of the Hair. The remedy only takes two minutes a day to practice. Its cost is very small. At first, indeed, its cost is nothing. This is because Mr. Edwards wishes you to try for a week at his own expense.

Generous Free Gift to every Reader.

Below there is printed a coupon. Fill it up and send it (with 15 cents in stamps to pay postage of return outfit) to the Edwards' Hairline Co.

In return you will be sent the following:—

1. A trial bottle containing a week's supply of that wonderful hair-feed and tonic, dressing, hair-oil for the hair.
2. A packet of Cromox for the hair.



Scalp, a delightful Shampoo Powder which thoroughly cleanses the scalp from dandruff and stimulates the growing powers of the hair-roots.

Mr. Edwards' private book of "Hair Drill" Rules, which shows you how to practice them for 2 minutes a day.

"Hairline" Cures all the following Hair and Scalp Disorders, just by practicing "Hairline Drill" for two minutes every day you remove the following hair ailments:—

- Total, Partial or Patchy Baldness.
- Greyness in Streaks or "all over."
- Too Greasy Hair.
- Loss of Gloss, Lustre, Colour.
- Falling Hair.
- Irritation of the Scalp.
- Scurf Accumulations.
- Too Dry & Brittle Hair.
- Splitting at the Ends.
- Thin, Poverty-Stricken Hair.

Handsome Certificates may be obtained from all Chemists and Stores, or sent direct on receipt of P.O. money order.

To the EDWARDS' HAIRLINE CO., 24, High Holborn, London, W.C. England.

Dear Sir:—Please send me by return of post a presentation trial outfit for practicing "Hairline Drill." I enclose 15 cents in stamps to pay carriage.

NAME

ADDRESS

Long King Dr. Press

SAINT-RAPHAEL

TONIC, RESTORATIVE, DIGESTIVE WINE Very palatable.

Known throughout the world and prescribed in all cases of Anemia, Debility and Convalescence, to young women, children and the aged. Invaluable in hot climates.

DOSE: One wine-glass after the two principal meals.

Each bottle of genuine VIN SAINT-RAPHAEL bears, in addition to the registered trade-mark:

(1) THE WARRANTY STAMP OF THE UNION DES FABRICANTS.

(2) A METAL SEAL advertising CLETEAS.

CLETEAS is a MELISSA and MINT cordial which surpasses all others by its purity and faultless preparation. To be taken on a lump of sugar.

COMPAGNIE DU VIN SAINT-RAPHAEL, Valence (Drôme-France).

AGENTS:—CALDBECK, MACGREGOR & Co., HONGKONG.

A Drink to be grateful for.

Not simply a thirst-quencher or stimulant, but just the purest and most health-infusing spirit that has ever been produced—

Wolfe's

Aromatic Schiedam

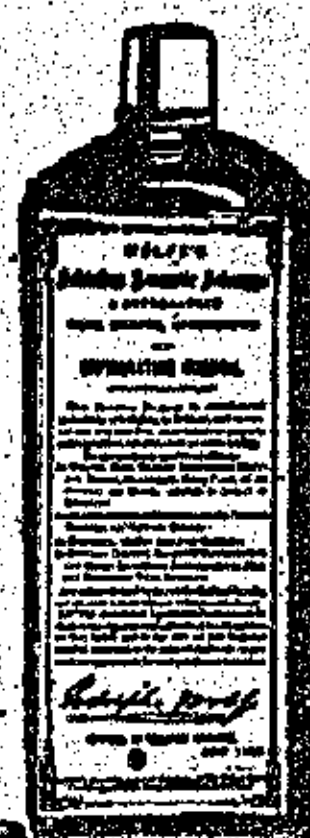
Schnapps

the beverage for all times and all weathers, for men or women, the healthy or the ailing. It imparts lasting exhilaration and gives tone and vigor to the system. A real health tonic owing to its cleansing action on the liver, kidneys, and other organs. Vastly superior to ordinary gin.

AGENTS:

MacEwen, Frickel & Co.,

Hongkong, Canton, Macao, Swatow & Amoy.



HOME AND CHINA AFFAIRS.

(Continued from Page 5.)

THE HOME RULE QUESTION.

On the "Home Rule" question there is a far more genial atmosphere just now than has prevailed for many months. Mr. Winston Churchill and other members of the Government have been holding out to the Ulstermen some very tolerable copies of the original olive branch, though of course it is doubtful if they will be regarded without suspicion. The sincerity of the Protestant "rebels" is also coming in for belated official recognition. Clearly there is less tendency to talk about the "Belfast corner boys." This is all to the good, of course, but it is very unlikely indeed that a real agreement will be reached. It is too much like mixing oil and water. But I fancy that behind all this moderation of language is to be seen the influence of the King.

LOSSES BY FIRE ON SHIPS.

The rescue of hundreds of passengers from the ill-fated emigrant ship, the *Volturno*, added another lurid story to the record of the sea and throws into relief the heavy list of losses by fire of late. When the giant Hamburg-American liner, the *Imperator*, got on fire at New York the other week underwriters were badly scared, for they have been seriously affected by recent outbreaks. In the case of the *Imperator* the policies had just been renewed, fortunately for the owners, or the rates would most likely have been raised. A little later came the destruction of the Liverpool steamer *Templero* in mid-Atlantic, while on the way from Baltimore to the Mersey with a valuable cargo of cotton, tobacco and copper. Claims of something like £300,000 have already been made in respect of her, for the Imperial Tobacco Company declare their losses amount to £225,000. But for wireless in that case the officers of the ship would have been lost. The aid came just in time, at the hands of a German ship which was summoned on the wings of the winds. All told, during the last nine months, no fewer than 336 total and partial losses have been due to fires and explosions. Next month a Conference on Safety at Sea will meet here and the American delegates have been instructed by their Government to direct special attention to this risk, which in the opinion of the authorities on the other side is of equal importance with subjects that have attracted more general attention. It may be that loss of life is less on this head than in the days of wooden vessels, but on the other hand cargoes to-day are extremely inflammable and many give ample opportunity for spontaneous combustion. A committee appointed by the Secretary of Commerce, Washington, has already completed an inquiry into the fire conditions on shipboard. The latest disaster will also most probably give an impetus to the agitation in favour of the compulsory wireless equipment of all ocean-going passenger and cargo boats. Four years ago the then captain of the *Volturno* was honoured by the French Government for the rescue of the crew of a French steamer which had got on fire. The owners of the *Volturno* are outside the North-Atlantic Conference, and last year the name of the vessel figured prominently in connection with the boycott by the German lines, which endeavoured to prevent Russian emigrants from proceeding to Rotterdam by means of the operation of "control stations" on the frontier. This, in fact, was responsible for the action brought by the United States Government against the Conference companies on the ground of the alleged violation of the Sherman Anti-Trust Law.

THE TELEPHONE SERVICE.

Possibly as an outcome of the constant complaints about the telephone service, the Post Office authorities have decided that the public should be encouraged to inspect the working of the telephone and telegraphic departments. I suppose the idea is that when the subscribers understand the complex difficulties they will be less prone to find fault. At any rate a circular has been issued to postmasters stating that permits are to be granted whenever possible to those of the public wishing to watch the methods of working. It is directed that suitable explanations are to be offered by an officer of the Post Office, but the public are on no account to see the contents of telegrams or hear telephonic conversation.

INDIAN FINANCE AND CURRENCY.

It has been decided finally that instead of the Royal Commission on Indian Finance and Currency going to India to collect evidence, the whole of the sittings should take place in London and the witnesses required should be brought here. The sittings will be resumed at the end of the month, with Mr. Austen Chamberlain in the chair. Several of the leading men in the Dependency have appeared already, but among those yet to be heard are Sir James Meeson, Lieut. Governor of the United Provinces, Sir Fleetwood Wilson, Sir Felix Schuster and Lord Inchausti. One of the members, Sir Robert Chalmers, was at the Treasury when the Commission was appointed, but as he has now been appointed Governor of Ceylon he will not be available for the remainder of the sittings.

MERCHANT-SERVICE OFFICERS.

PAY, PROSPECTS, AND THREATENED RESIGNATIONS.

The threatened resignation of a number of officers of the P. & O. Steamship Company reopens a very old grievance. Many efforts have been made in recent years to improve the position, financial and otherwise, of an officer in the merchant service, and although his lot is better to-day than it was a quarter of a century ago, it is still far from ideal. The sea is a hard and not too generous master. It demands men of the highest type of character, a higher type, indeed, than is required in most professions on shore, and it offers hardships and dangers in return. There are few prospects of an officer in the merchant service making his fortune. Here and there captains are to be found in receipt of salaries of £800 a year. But this is the maximum, and the men in these positions in British service might almost be counted on the fingers of one's hands.

In the old days many a captain had risen from before the mast; but to-day the officer is trained for his profession just as a lawyer or a doctor, and his training is long and not inexpensive. The process of becoming an officer and his prospects are admirably described by Mr. Frederick H. Stafford, the secretary of the training ship *Forester*, in his book "How to Go to Sea in the Merchant Service."

THE NEED FOR GOOD MEN.

In the first place Mr. Stafford points out that the old idea that a boy who was fit for nothing else was good enough for the sea does not apply to-day. Within the past twenty years vessels have increased in size to such an extent that the *Olympic*, one of the largest ships afloat, is more than four times as large as the *City of Paris* and the *City of New York*, the mammoths of their day. This means that a more specialised and better-educated man is required to command.

It is only within the past fifty years that preliminary training for officers has been considered necessary. The Mercantile Marine Service Association of Liverpool was the first to start, with the cadet ship *Conway*. Prior to this, officers were recruited from men who had served an apprenticeship in sailing ships, and many officers who have attained honour and position to-day served in the humblest capacities on such ships. But this means of supplying the mercantile marine with qualified men has almost disappeared with the decline of the sailing vessel.

PRELIMINARY TRAINING.

The method by which a boy is trained to-day is far less arduous than in the past, but is a somewhat costly process. He must serve an apprenticeship of two years on board a training ship, and then four years at sea before he can obtain his second mate's certificate, which is necessary qualification before taking up a post as junior or fourth officer in the service of any of the prominent companies. There are five training-ships in existence at present—the *Worcester*, in the Thames, and the *Conway*, in the Mersey, being stationary, and the *Port Jackson*, the *Medway* and the *Mersey* sea-going vessels.

A boy is accepted into one of the stationary training-ships between the ages of eleven and fifteen and a half years. Here he will undergo a course of instruction lasting two years at least, which will cost between £80 and £70 a year. In the case of the *Worcester* the P. & O. Company offer to a certain number of cadets to pay half the fees for a period of three years, and half the premium during a further three years' apprenticeship on board a sailing vessel. The period of actual sea-going training consists usually of four voyages of about nine months each. The premiums are £70 for the first voyage, £85 for the second, £60 for the third, and £60 for the fourth. Cadets from the *Worcester* and *Conway* are accepted at somewhat reduced fees.

£200 AFTER 20 YEARS—AND MORE.

At the end of his six years' training the cadet will go up for his second mate's certificate, and at the age of 20 or 21 will enter the service of the company for which he was nominated. If his training has been assisted by a company's grant it will have cost about £200; if unassisted it will be double this amount. He will now become a junior officer, and will receive pay at the rate of from £25 to £7 10s a month, according to the company in which he serves. Mr. Stafford gives the following interesting table of the monthly rates of pay ruling in thirty-six steamship companies:

	Captain.	First.	Second.	Third.	Junior.
Min. wage	£150 0	£75 0	£45 0	£35 0	£25 0
Maximum	£200 0	£120 0	£75 0	£45 0	£35 0

Before a man succeeds in becoming a first or second-officer he must have his captain's certificate, and it is seldom many men get a first mate's ticket on a crack boat under thirty years of age. He will then receive the princely salary of about £200 a year. When eventually he is given a command he will then be earning perhaps £500 a year. The sea is one of the great professions, but it is the worst paid of all. It requires the highest type of man and pays the lowest wage. It is time that a change were made.—*Daily Graphic*.

A BLESSING TO WOMEN.

Throughout the many stages of woman's life, from pensive girlhood through womanhood, motherhood, to the declining years of old age, there is no better, milder, or more effective medical companion to women-folk than Dr. Morse's Indian Root Pills. They promote a healthy and regular condition, cleansing and restoring the Bowels, Liver and Kidneys to perfect working order. A few doses occasionally when well, will assure a pure and healthy system. Years ago, Pills were the medicine of the poor only. To-day the efficacy of Dr. Morse's Indian Root Pills to overcome the common ailments and restore health and happiness to sick and ailing women, has convinced not only the working section of the population, but the wives and daughters of the more wealthy, professional, and independent classes that Dr. Morse's Indian Root Pills are a Great Female Medicine, and are absolutely indispensable to every lady's boudoir.



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Cash in hand, at call, and at short notice	24,029,468	7	8
Bills of Exchange	9,481,748	0	9
Investments	10,939,332	19	7
Advances and other Securities	50,347,649	1	9

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Miss Sybil Keymer, "Riversmere," Albany Rd., Leighton Buzzard, Eng., writes: "I think I should inform you that I have recently derived very great benefit from the use of Phosferine. In the course of my profession I have to travel a good deal in getting to my various concerts, and I find that since using Phosferine I am never troubled with the headaches and listlessness which follow a long railway journey, particularly during hot weather. This is of very great importance to me, as frequently only a very little time elapses between reaching my destination and the commencement of a concert, and it is such a relief to feel fresh and ready for playing in public undisturbed by the fatigues of long travelling. It is because I feel that Phosferine enables me to do myself justice as a violinist, preventing any of the unsteadiness of the muscle nerves, which is so harmful to tone and quality, that I confidently commend the tonic at every opportunity."—July 11, 1912.

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THE TRADE AND FINANCE OF THE P. & O.

A STRONG POSITION.

The Times of the 28th ult. contained the following article:—

Within a few weeks dealers will be keenly awaiting the dividend declaration on the P. & O. deferred stock, and from then onwards until after the meeting in December the affairs of the Company will be treated to a liberal supply of limelight. The period of publicity has this year been advanced by the unfortunate differences which, as has been shown in these columns during the past few days, have arisen between the company and a number of its officers. Frankly, we are surprised that the management should ever have permitted matters to reach such a pass. It may be that discontent has been simmering for some time past or else that the 30 officers suddenly decided to strike swiftly and severely; but in any case a well-informed manager must have been aware last week of what was proposed and might, it would seem, have come to grips with the situation had it chosen before the whole matter was dragged before the public. Whatever shortcoming the Company may have, it cannot be accused of courting publicity, and a desire to deal with this domestic matter in the ordinary course of business could be well understood.

A YEAR'S RESULTS.

But since there has been what seems uncommonly like the washing of dirty linen in public, the company must not be taken aback if its position and methods are subject to a little friendly examination. The P. & O. Line occupies a great position. It is the largest mail carrier between this country and the East and is immensely interested in Australian trade. It performs great services for the State and to many typifies the greatest traditions of the British mercantile marine. Its finance is a model on which other lines would, if they could, willingly base their own. Large sums have been written off the fleet year by year for depreciation, so that the Company is able to meet losses when they occur, rarely, it is true, without calling on the shareholders to feel the slightest effect. The financial year of 1912 was blackened by two disasters, but a year ago at the shareholders' meeting the chairman was able to state that they had been able to meet the exceptional resulting losses of £180,000 without encroaching on the reserves. The losses would, of course, have been infinitely heavier but for the conservative policy pursued during many years of reducing handsomely the book value of the ships. The cash profit, after allowing for the losses, was £250,000, and the amount allotted for depreciation was £180,101. Even then the Company was able to pay a larger dividend than it had distributed for a great many years. It paid, including a bonus, the equivalent of 15 per cent. on the deferred stock, as compared with 12 per cent. for the previous 12 years. The present price of the £100 deferred stock is 285, while at one time during the height of the gambling last year the stock rose to as much as 425, an indication of what some thought the break-up value of the stock might be or the price which possible buyers might be prepared to pay. All the time the Company has been able to bring its fleet up to date, paying for the new ships out of surplus profits. Thus the Chairman pointed out at the meeting already mentioned, that within four or five years the Company had replaced the nine steamers in the Australian trade costing originally £1,800,000 by nine larger and more powerful vessels costing £2,950,000, a difference of £1,000,000, which the Company may fairly be said to have met in its stride. All the inherent strength shown by these signs is a fine tribute to the management and could not have been so signal if the shareholders had been permitted in the past to take a larger proportion of the profits in dividends. The Company has been able to preserve discipline among its proprietors just as well as it has always seemed able to maintain discipline among its employees.

THE MANAGEMENT.

Not a little of the credit for the position in which the Company now finds itself is undoubtedly due to the indomitable energy of its venerable chairman, Sir Thomas Sutherland. For 33 years he has been chairman and for 41 managing director. For 13 years he was sole managing director. His determination and independence have compelled admiration, but no surprise was expressed last year when it was announced that he desired to be relieved to a certain extent from the everyday routine of administrative work, and two gentlemen who had long occupied important positions—Mr. J. M. Smith and Mr. F. Leitch—were elected to the board with a view to their being appointed as managing directors. It would be idle to deny that, while the success which has attended the management has been well recognized, the Company's attitude towards its clients has sometimes been freely criticized. Possibly the Company has not always kept abreast of the changing conditions on which business is transacted, but it is believed that now, at any rate, there is a strong desire to fall into line with the methods adopted by other smaller but successful undertakings. Even the P. & O. must recognize that keen competition cannot be ignored.

PRESENT TROUBLES.

The existence of this competition, coupled with the undoubted financial strength of the Company, increases the surprise that the differences between the Company and its officers should not have been settled amicably and privately. The position of the line entitles it to expect that its officers are at least the equal of any in the Mercantile Marine, and similarly the passengers should be confident that the conditions of service and rates of pay are at least the equal of any obtained in other lines. There is a suggestion that the latter ideal is not fulfilled, and, if so, the sooner the matter

is put right the better. The value of merchandise carried in the P. & O. mail-boats, including often large quantities of specie, is immense, and merchants should certainly be justified in assuming that the conditions under which the goods are carried are of the best. In the present case it is probably a little unfortunate that the intervention of the Imperial Merchant Service Guild should have been necessary, if only because the lines always prefer to deal with their men direct. Much good has been done by the Guild in securing improved conditions for the officers in the Mercantile Marine, but at times its propaganda has been unwise. Nothing is to be gained by annoying shipowners with extravagant statements, but there is still a good deal to be done in quietly showing the public that the lot of Mercantile Marine officers needs to be improved. On all sides shipowners speak of increasing costs of labour, and if the higher wages are to be granted to manual labourers the case of those who stand on a high rung of the social scale is entitled to consideration. The P. & O. Line, with its great traditions and firmly established trade, may fairly be expected to be in the van.

MATHEMATICAL TESTS FOR MEN'S ABILITIES.

FACTORS OF SUCCESS.

The theory that the mind can be tested with mathematical accuracy, the author of which is Professor Spearman, Grote Professor of Mind and Logic in the University of London, is likely to cause considerable interest in educational circles. The lecture at University College, during which the theory was announced, was to the effect that people's abilities would in the near future be measured to several decimal places long before they left school. There was also the sociological and political aspect of the case, for the lower classes would thus no longer be able to complain that the upper classes got all the best jobs, which would be given to those whom it was definitely proved possess the largest amount of mental energy.

ACCURATE MEASUREMENT

"The quantity of the intellect of the individual," said Professor Spearman to a *Daily Graphic* representative recently, "can be termed a function X.Y.Z., this function representing intellectual performance of a suitable character. A man's ability reveals itself in every performance, but some are much more suitable than others for testing purposes, as in them the general ability is less obscured by other factors. By the above means definite measurement can be given to any degree of accuracy, provided the testing is correspondingly elaborate."

Scholastic examinations are peculiarly unsatisfactory for measuring general ability, although they are, of course, of great use in estimating how far a person has mastered a particular subject. They can only gauge what may be called "text-book knowledge."

Success in all performances depends upon two factors—(1) General ability, which can be measured, and appears in all performances in a greater or less degree. (2) A factor specific to any particular performance, and differing in every distinct kind of performance. These two factors are not merely abstractions, but seem to have quite distinct physiological elements underlying them. There are also other intellectual factors of great importance, but their investigation is not sufficiently advanced to deal with at present.

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such as ECZEMA, SCROFULA, BAD LEGS, ABSCESSES, ULCERS, GLANDULAR SWELLINGS, BOILS, PIMPLES, ERUPTIONS, PILES, BLOOD POISON, RHEUMATISM, GOUT, &c., should at once realize that outward application, such as lotions, ointments so-called balms, &c., though they may give relief for the time being, DO NOT CURE. The trouble lies deeper—in the blood. These complaints are the result of clogging impurities in the blood—and so

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THERAPION

THE NEW FRENCH REMEDY. THERAPION No. 1, 2, and 3. Cures rheumatism, neuralgia, sciatica, etc. It is a powerful and reliable remedy for all cases of rheumatism, neuralgia, sciatica, etc. It is a powerful and reliable remedy for all cases of rheumatism, neuralgia, sciatica, etc.

NOTICES TO CONSIGNEES

S.S. "AUSTRALIEN,"
COMPAGNIE DES MESSAGERIES
MARITIMES.

NOTICE

CONSIGNEES of Cargo from London
ex s.s. "Breton" and "Normand" from
Havre ex s.s. "Normand" and from Bordeaux
ex s.s. "V. de la Motte," in connection
with above Steamer are hereby informed
that their goods with the exception of
Opium, Tobacco and Valuables are being
landed and stored at their risks into the
hazardous and or extra hazardous Godowns
of the Hongkong and Kowloon Wharf and Godown
Co., Ltd., at Kowloon, whence delivery may be
obtained immediately after landing.

Optional Cargo will be forwarded on unless
intimation is received from the Consignee
before Noon To-day requesting it to be landed
here.

Bills of Lading will be countersigned by the
Undersigned, Goods remaining unclaimed after
24th inst. at Noon will be subject to rent and
landing charges.

All claims must be sent in to me on or before
the 27th inst., or they will not be recognized.
All damaged packages will be examined on
24th inst. at 10 A.M.

No Fire Insurance has been effected.
S. C. de BUISSIERRE,
Acting Agent.
Hongkong, 17th November 1913. [2]

FROM EUROPE.

THE H.A.L. Steamship

"ALTMARK"
Captain Knaisel, having arrived, Consignees
of Cargo are hereby informed that their
Goods are being landed and placed at their risk
in the hazardous and/or extra-hazardous Go-
dowens of the Hongkong and Kowloon Wharf
and Godown Company, Limited, at Hongkong
and/or Kowloon, whence delivery may be
obtained against Bills of Lading countersigned
by the Undersigned.

Optional Cargo will be carried on unless
notice to the contrary be given To-day.
All Claims must be presented within ten days
of the steamer's arrival here, after which date
they cannot be recognized.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
unclaimed after the 26th inst. will be subject
to rent.

All broken, chafed, and damaged Goods must
be left in the Godowns, where they will be
examined on the 26th inst. at 9.30 A.M.

No Fire Insurance will be effected by us in
any case whatever.

This Steamer brings on Cargo:
Ex s.s. "Stahleek" from Hamburg.
Ex s.s. "Norge" from Göteborg.
Ex s.s. "Nordstrand" from Wismar.
Ex s.s. "Bjorn" from Göteborg.
Ex s.s. "Bygde" from Christiania.
Ex s.s. "Bygde" from Drammen.

HAMBURG-AMERICA LINE.
Hongkong Office.
Hongkong, 19th November, 1913. [1349]

JJ & S

JOHN JAMESON'S WHISKY
unqualified for flavour and purity.
Guaranteed to be

PURE POT STILL
WHISKY

Famous for over 100 years.

John Jameson & Son, Ltd., Dublin.

Distillers to H.M. The King.

JIMRODS

Gives Instant Relief
No matter what your respiratory
organs may be suffering from—
ASTHMA, INFLUENZA,
NASAL CATARRH,
OR ORDINARY COUGH.

—you will find in this famous remedy
a restorative power that is simply
unequalled.

MADE IN
ENGLAND

CURE FOR ASTHMA

CHILDREN OF FAR CATHAY.

A SOCIAL AND POLITICAL NOVEL OF
ABSORBING INTEREST.

By CHAS. J. HALCOMBE,

Formerly of the Imperial Chinese Customs

Service, Author of "The Mystic

Flowery Land," etc.

PRICE \$3.50

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WALSH, Ltd., Messrs. BREWER & Co., or

from the Printers and Publishers, the

"HONGKONG DAILY PRESS" Office.

SCIENTIFIC MISCELLANY.

VENTILATION AND ACOUSTICS.

The effects of ventilation on the
acoustics of public halls have been a
subject of investigation by European
architects, who have found that currents
or layers of air of different density
interfere seriously with the passage of
sound, but that a mass of moving air—
if homogeneous—may have little
influence. Heaters in front of the stage
give especial trouble. A book by C.
Garnier mentions a new Paris theatre in
which air is admitted near the footlights,
forming a kind of curtain between actors
and spectators, and much interference
results, the sound from the stage being
weak, while that from the orchestra is
very intense. In another theatre, with
ventilation by heated air passed across
the stage into the auditorium, there was
improvement in the acoustic qualities
when the ventilating apparatus was
working. Watson, an English inquirer,
concludes that ventilation can have only
slight influence in improving acoustics,
that parallel layers of air may be
particularly harmful, and that a single
column of uniformly heated ascending
air will affect sound very slightly.

STUTTERING AND HEALTH.

Though much stuttering is due to such
causes as heredity, imitation and fear,
Dr. F. A. Bryant, of New York, states
that in many cases no explanation can
be given. It is usually begun before the
age of seven, is known in persons of
eighty, and, besides producing nervous
disorders, prevents full aeration of the
lungs, and thus gives rise to lung diseases
and to morbid conditions from unox-
ygenated blood. In an English industrial
school, the breathing capacity of nine
stuttering boys of 12 and 13 averaged 88
and 109 cubic inches, that of non-stut-
ters of same age averaging 160 cubic
inches.

GYROSCOPE AND TANK STEADYING.

For steadying a vessel of 5,000 tons
rolling 35deg., E. Sperry reports that
two stabilizing reservoirs weighing 900
tons would be required. The gyroscopic
system, taking a tenth of the space, would
occupy but 51 tons; and would have the
advantage of being able to create a roll
of 5deg. or 10deg. to prevent being caught
in ice.

KEEPING AHEAD OF THE FORGER.

The importance of geometrical engrav-
ing for banknotes was shown by A. E.
Bawtree at the meeting of the British
Association. The regularity of the work
increases the difficulty of counterfeiting
unless the forger has suitable machinery,
but ordinary machines are failing to give
protection because, having reached their
present form nearly half a century ago,
the forger has become equipped. Other
processes have been less effective. In-
taglio plate printing resisted accurate
reproduction, but a process shown last
year at the Royal Photographic Society
made it the easiest of all processes to copy
in facsimile. Some systems of elaborate
colour ground, though resisting direct
photography, have yielded to a combina-
tion of piece-photography and photo-
lithography. Figure-studies, views, and
other pictorial work offer no security, as
their line structure is obvious only to
the expert, and the forger can reproduce
the tone values by ordinary photo-
mechanical methods. Geometrical
engraving is still the resource for greatest
safety. The work must be a change from
the old sections and figures with which
the forger has become expert, and it is
claimed that the new system adopted by
the Newfoundland Government and some
prominent bankers effects this, and gives
incomparably more beautiful geometrical
engraving than any by the older methods.
A possible feature, it appears, is a hidden
design, to be made visible only by the
banker's special screen.

PROGRESS IN ELECTRIC LAMPS.

The strength of tungsten filaments is
stated by Harrison and Edwards to have
increased more than 300 per cent. since
1908, and that of drawn wire more than
40 per cent. since 1911. Other develop-
ments have diminished the cost of lamps
and added to their applications. The
present use of chemicals in the bulb has
lessened the blackening and made smaller
bulbs effective in many cases; and coiled
filaments have made possible many new
forms of lamps.

ELECTROLYTIC COPPER WIRE.

The production of electro-deposited
wire by the process of W. E. Gibbs
requires a fine copper wire as nucleus.
This is joined at two ends and passed over
grooved rollers through an ordinary
electroplating bath, and the process is
repeated until the desired thickness is
reached. After each repetition the wire
is rinsed and passed a few times around
a reel.

SOURCE OF SPEECH.

Though his critics suggested that
human speech was evolved through brain
development, Dr. L. Robinson, in his
British Association paper, showed how
the lower jaw is specially adapted. Man
has a chin, and inside this, in the jaws
of Europeans, there are distinct bony
prominences, but in the jaws of apes
there is a pit. The genio-glossus muscle
is believed to have more to do with
articulate speech than any other. This
has a triple connection with the chin,

hyoid bone or base of the tongue,
and is a flat triangular muscle
placed vertically on both sides of the
tongue and spreading along its under
part. In man it is large, decreasing in
other animals to a mere slit in the pig.
This muscle takes in every sound
uttered, and makes 400 or 500 movements
per minute in the speaker pronouncing
150 words per minute. In Bushmen,
Hottentots and other lower races, the
prominences are practically undeveloped,
while they are entirely absent in deaf-
mutes. The tubercles are more
symmetrical and regular in French and
Italian jaws than in English, and
remarkably developed in the Irish.

COFFEE'S AROMA.

The aroma of coffee proves to be not
wholly due to caffeine, to which so much
of the properties is ascribed, but in con-
siderable part to the vegetable alkaloid
known as pyridine, which when alone has
a disagreeable smell. This substance
forms about 4,000 of the weight of coffee.
In the researches led by Gabriel Ber-
trand, of the Pasteur Institute, caffeine
added to boiling sugared water gave
something of the aroma of coffee, but the
aroma immediately became much more
pronounced when traces of pyridine were
dropped into the vessel.

THE PORTABLE SEARCHLIGHT.

The searchlight used in recent
manoeuvres of the French Army was
mounted on the rear of an automobile,
suitably supported by guy cables and
springs to keep it steady and prevent
jarring, and a tripod was carried on
which it could be placed at an instant's
notice when required. A beam from the
searchlight could be projected about two
miles.

DRINKING AT MEALS.

"The great French doctor, Maurice de Fleury,
a well-known authority on neurasthenia and its
chief cause, indigestion, maintains that the rule
that people should not drink at meal-times
constitutes one of the greatest medical dis-
coveries of the nineteenth century," states a
writer in the widely-read London magazine,
T.P.'s Weekly.

Many doctors now-a-days are agreed that
the habit of eating and drinking simultaneously is a
prolific cause of indigestion, just as much so, in
fact, as is worry, overwork, anaemia or nervous
strain.

But no matter what the cause, sufferers from
indigestion can take hope in the fact that Dr.
Williams' Pink Pills go straight to the root of
their trouble, and by enriching, re-vitalising and
replenishing the blood restore strength to the
digestive organs and health to the whole system.

"Before leaving England some five years ago
my life was a very strenuous one, and the over-
strain brought on a most distressing lassitude,"
writes Mr. Brunel Norman, the popular pro-
prietor and manager of the "Hotel Normans"
at Penang. "In those days I always found
that these troubles would cease after a short
course of Dr. Williams' Pink Pills."

"Since coming to this country," his letter
continues, "the favourable opinion I formed of
them whilst in England has been considerably
increased and I attribute my comparative
immunity from the diseases of a tropical climate
to my use of these Pills. I am assured by
medical men that there is nothing surprising
in this, as these Pills contain in a digestible
form those drugs that are needed out here to
repair the ravages of the climate."

I write this in the hope that others may
literally read, mark, learn, and inwardly
digest, and so derive benefits like I did.
Not only for digestive troubles, but for all
disorders due to impure watery blood or weak
nerves, such as anaemia, nervous breakdown,
rheumatism, skin eruptions and the ailments of
ladies, Dr. Williams' pink pills for pale people
are a proved remedy. Of dealers everywhere,
and post free, from Dr. Williams' Medicine
Co., 94, Szechuen Road, Shanghai, one bottle
for \$1.50, six for \$8. Take Mr. Brunel
Norman's advice. Begin to-day.

Coughs,
Bronchitis,
Asthma.

The soothing, healing and strengthening properties of
Angier's Emulsion make it invaluable for the relief and cure
of troublesome coughs, bronchitis, asthma and all inflammatory
and catarrhal affections of throat and chest. It not only
strengthens the lungs, but it keeps the digestive organs in
a healthy condition and exerts a most invigorating tonic influence
upon the general health. Angier's is the most palatable of all
emulsions and agrees perfectly with delicate stomachs.

ANGIER'S EMULSION

"A HOUSEHOLD REMEDY
FOR CHEST COMPLAINTS."

Dear Sir,—Several years ago, while
suffering from an obstinate attack of
bronchitis, and after being rendered ex-
ceedingly uncomfortable by the pro-
longed and regular use of creosote, I
was advised to try Angier's Emulsion,
which I did, with the result that it gave
me speedy relief and cleared my throat.
I have rarely been without this excellent
remedy in the Vicarage. I have recom-
mended it to many of my parishioners,
with the result that it is now used in
many homes as a household remedy
for throat and chest complaints.
(Signed) REV. CHAS. F. BOX.

ANGIER CHEMICAL CO., Ltd.,
55 Clerkenwell Road, London, Eng.

UNCLAIMED TELEGRAMS.

The following is a list of unclaimed telegrams
lying in the Eastern Extension, Australasia
and China Telegraph Company's office at Hong-
kong:—

Address	From
Bansongwhatt	Singapore
Chengyonghoo Takfau	Singapore
Chingio	Samarang
Dax i Gokelon Maru	Chiofo
Doonan, passenger Derflinger	Shanghai
Druch	Tientsin City
Hiaghe, ng, tailor, Wellington	Singapore
Hosenfeld	Calcutta
Italis	New York
Juasengh, 1,056, Chungar Coy. Amritsar	Kokwayn
Kokwayn	Newchwang
Kongheutogoban	Penang
Longtongjann Hongthai, Chi	Malacca
Longtongjann Hongtongjann	Malacca
Kimbohal	Penang
Tamsingh, 41, Bouban Strand	East
Tongthongfai	Singapore
Tung Chuea Fook	Yinkow
Tungthongfai, 10, Queen's Rd.	Singapore
Central	Singapore
Counless Wiser	Wue-zung
6539	Weihaiwei

Following is a list of unclaimed telegrams
lying in the Great Northern Telegraph Com-
pany's office at Hongkong:—

Address	From
Chongru	Shanghai
Leongtzehe, c/o Kwongwingsang, Koba	Kobe
Penay	Dairen
Takson Maru, c/o Mitsui	Shanghai
Wakina, 31, Queen's Road	Shanghai
0733/0515/6262/1417/4401, 6111	Amoy
1123/0515/6262/1417/4401, 6111	Amoy
3529	Amoy

PASSENGERS EXPECTED.

Per P. & O. str. Simla, from London
October 18th.—To Hongkong: Lance-Sergt.
W. Rodes, Miss L. E. Walker, Mrs. Kennedy
and children, Miss S. S. Ward, Miss L.
Kortell, Major L. L. Hopper, Mrs. C.
Ransom, Mr. R. K. Miller, Mrs. F. Boggs,
Mr. and Mrs. E. Walker, Mr. C. Walker,
Mrs. J. Cousins and children, Mrs.
Brown.

Per P. & O. str. Borneo, from London
November 1st.—To Hongkong: Miss M. C.
Dawson, Mr. and Mrs. A. E. Spriggs, Mr.
M. Bain, Mrs. Copley Foyle and child.
Per P. & O. str. Malacca, connecting with
the steamer Delta at Colombo. From
London October 31st.—To Hongkong: Mrs.
Tuxford, Mr. and Mrs. J. Morris, Miss
D. M. Honnison. From Marseilles Novem-
ber 7th.—To Hongkong: Mr. W. D. Jupp.
Per P. & O. str. Nankin, from London
November 16th.—To Hongkong, Staff-Sergt.
Major, Mrs., and Miss W. E. Stonyer and
children.

Per P. & O. str. Nyanza, from London
November 29th.—To Hongkong, Mr. C. A.
Wilkinson, Miss Inness, Lady and Miss
May, Mr. J. H. Woolcott.

Per N.D.L. str. Princess Alice, from
Hamburg October 18th.—To Hongkong,
Capt. Jurani, Miss Kollocker, Mrs. Nagel
and children. To Manila, Mr. and Mrs.
Kneeder and children. From Southampton
October 21st.—To Hongkong, Mr. P. C. B.
McIntyre, Rev. C. C. Morris, Mr. P. H.
Johnston. From Gibraltar October 25th.—
To Hongkong, Mr. and Mrs. Drouhin. From
Genoa October 30th.—To Hongkong, Miss
J. Borstein, Mrs. S. Bishop, Mr. W. A.
Baton, and Miss M. Steinisfor.

PASSED THE CANAL.

October 17th—Benvenue, E. F. Ferdin-
and, Annam, Fuzul Balow.
October 21st—Benvenue, E. F. Ferdin-
and, Annam, Fuzul Balow.
October 24th—Culebra, Sthosha, Annam,
Yorck, Bradien.
October 28th—Candia, Glenstrac, Nore,
Kina.
October 31st—Agamemnon, Ambriz,
Perseus, Simla.

November 4th—Benduchel, Canton,
China, Princess Alice, Africa, Golden-
feld.
November 7th—Ping Suez, Polynesia,
Satuma, Senegambia, Baron Balow.
November 11th—Hitachi Faru, Koerber,
Keemyn, Kintuck, Demodocus.
November 14th—Glenlogan, Indier,
Nile, Afghan Prince.
November 18th—Bentlawers, Borneo,
China, Fumauis, Ghaeze, Liberia, Sach-
son, Merionethshire.

WEATHER REPORT.

On the 21st at 10.30 p.m.—Pressure has de-
creased considerably over Japan and moderately
over S. Manchuria and N.E. China. It has
increased slightly over the Yangtze Valley, and
is nearly stationary elsewhere.

The Japanese anti-cyclone is passing into the
Pacific. A feeble anti-cyclone now covers
China.

Moderate to fresh monsoon is indicated along
the east coast of China over the N. China Sea.
Hongkong rainfall for the 24 hours ending at
10 a.m. today, 0.03 inches.

The forecast for the 24 hours ending at noon
to-day is as follows:—

DISTRICT	FORECAST.
* Hongkong & Neighbourhood	{ N.E. gale.
Formosa Channel	{ N.E. gale.
South east of China between { The same as	{ Hongkong and Loochoo. No. 1.
South east of China between { The same as	{ Hongkong and Hainan. No. 1.
* N.E. winds, moderate to fresh; fine.	

CHINA COAST METEOROLOGICAL REGISTER.

21st NOVEMBER, 1913, A.M.

Station.	Hour.	Barometer at Sea Level.	Temperature.	Humidity.	Direction.	Force.	Weather.
Vladivostok	7a.	30.15	31	31	NNE	4	o
Nemuro	6a.	30.16	—	—	SW	3	o
Hakodate	—	30.19	—	—	N	1	o
Tokio	—	30.34	—	—	N	0	o
Kobe	—	30.17	—	—	SW	1	o
Nagasaki	—	30.09	—	—	NNE	1	o
Kagoshima	—	30.12	—	—	SE	1	o
Oshima	—	30.06	—	—	SSW	4	o
Naha	—	30.13	—	—	NNW	4	o
Ishijima	—	30.13	—	—	N	1	o
Bohai	—	30.23	—	—	N	1	o
Chefoo	—	30.30	47	70	N	3	bo
Weihaiwei	—	—	—	—	N	3	bo
Hankow	—	—	—	—	N	3	bo
Iohang	—	—	—	—	N	3	bo
Kiukiang	—	—	—	—	N	3	bo
Changsha	—	30.34	45	—	N	1	bo
Shanghai	—	30.38	53	—	N	3	bo
Shanghai	—	30.38	53	—	N	3	bo
Amoy	—	30.38	53	—	N	3	bo
Swatow	—	30.47	56	—	NE	2	b
Taihoi	—	30.37	56	—	NE	2	b
Taihu	—	30.35	—	—	N	2	b
Tainan	—	30.19	—	—	N	6	o
Koshu	—	30.15	—	—	NE	6	o
Pescadore	—	30.21	—	—	NE	8	o
Canton	—	30.30	62	77	N	3	b
Hongkong	—	30.25	69	50	NE	2	o
Gap Rock	—	30.32	—	—	NNE	3	o
Macao	—	30.24	65	—	N	1	o
Wuchow	—	30.24	65	—	N	1	o
Hohow	—	30.24	65	—	N	1	o
Pakhoi	—	30.24	65	—	N	1	o
Phulien	—	30.24	65	—	N	1	o
Tourane	—	30.18	72	—	NW	5	o
C. St. James	—	30.02	73	—	NE	2	o
Apurri	—	30.08	71	—	SW	1	b
Manila	—	30.01	74	—	N	0	o
Legaspi	—	29.97	74	—	N	0	o
Bacolod	—	29.97	74	—	N	0	o
Iloilo	—	29.97	74	—	N	0	o
Cebu	—	29.97	74	—	N	0	o
Labuan	—	29.93	64	—	N	0	o

T. F. CLAXTON, Director.

1 BAROMETER reduced to 32 degrees Fahrenheit,

on the level of the sea in inches, tenths and

hundredths.

2 TEMPERATURE, in the shade, in degrees

Fahrenheit.

3 HUMIDITY, in percentage of saturation, the

humidity of air saturated with moisture being 100.

4 DIRECTION OF WIND, to two points,

5 FORCE OF WIND, according to Beaufort Scale.

6 STATE OF WEATHER, b blue sky, o detached

cloud, d drizzling rain, f fog, s gloomy, h hail,

hazy, r rain, t thunder, v visibility, wwd (with)

PACIFIC MAILS S.C.

THE AMERICAN LINE TO SAN FRANCISCO.

MONGOLIA	COMFORT.	From HONGKONG calling at
27,000 tons, twin screws.		SHANGHAI, NAGASAKI,
MANCHURIA		Kobe (via Inland Sea),
27,000 tons, twin screws.		YOKOHAMA and HONO-
KOREA		LULU (the Paradise of the
18,000 tons, twin screws.		Pacific) through Service via
SIBERIA		Pacific)
18,000 tons, twin screws.		NEW YORK to Europe.
NILE ... 11,000 tons.		
ALCO ... 10,200 tons.		
PERFIA ... 9,000 tons.		

SOME FEATURES OF SERVICE.

ELECTRIC FANS, SWIMMING TANK, ORCHESTRA, AMUSEMENTS, WIRELESS TELEGRAPHY, SUBMARINE SIGNAL SERVICE, AND BILGE KEELS. CUISINE UNDER PERSONAL SUPERVISION OF MR. V. MORONI, ONE OF THE WORLD'S MOST FAMOUS CATERERS.

First-Class to LONDON	Single	6 Months Return
... SAN FRANCISCO	45	6
... LONDON	65	6
... SAN FRANCISCO	36	6

Return Portion of Round Trip Tickets, as above, Available for Passage via C.P.R. from Vancouver if desired. Through Passengers have the privilege of travelling by Rail between Ports of Kobe and Yokohama.

STEAMERS	Tons	Sailing	MONDAY	24th Nov.	at 5 P.M.
PERFIA	9,000	...	TUESDAY	9th Dec.	at 1 P.M.
SIBERIA	18,000	...	TUESDAY	16th Dec.	at 1 P.M.
CHINA	16,200	...	TUESDAY	30th Dec.	at Noon
MANCHURIA	27,000	...	TUESDAY	6th Jan.	at 1 P.M.
NILE	11,000	...	SATURDAY	10th Jan.	at Noon
MONGOLIA	27,000	...	TUESDAY	27th Jan.	at 1 P.M.
PERFIA	9,000	...	SATURDAY	7th Feb.	at Noon

Passengers holding through Tickets have the privilege of travelling by Train between Kobe and Yokohama Free of Charge.

HONGKONG-MANILA SERVICE.

From HONGKONG	Arrive Manila	Leave Manila	Due Hongkong
25th Nov. ... PERFIA	27th Nov.	28th Nov.	28th Nov.
30th Dec. ... CHINA	1st Jan.	2nd Jan.	22nd Dec.
10th Jan. ... NILE	12th Jan.	13th Jan.	28th Dec.
7th Feb. ... PERFIA	9th Feb.	10th Feb.	2nd Jan.

LET US PLAN AN ITINERARY FOR YOU. Telephone No. 141. King's Building (opposite Blake Pier).

R. C. MORTON, AGENT.

Panama-Pacific International Exposition—San Francisco—1915.

SWEDISH EAST ASIATIC CO., LTD.

DESTINATION	STEAMERS	TONS	DATE OF SAILING
SHANGHAI, YOKOHAMA, "CANTON"	...	6,500	On 2nd Dec.
Kobe and MOJI ... "CEYLON"	...	9,000	About 14th Dec.
COPENHAGEN, GOTHENBURG, "CEYLON"	...	9,000	About 15th Jan.

For Freight and Further Particulars, apply to TELEPHONE No. 171. AETHUR NILSSON & Co., YORK BUILDINGS, TOP FLOOR.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.

FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

For	STEAMER	To SAIL
SHANGHAI, KORE AND	POLYNESIE	On 1st December.
YOKOHAMA	PAUL LECAT	On 15th December.
	CORDILLERE	On 29th December.
	AMAZONE	On 2nd December.
MARSEILLES VIA PORTS	AUSTALIE	On 15th December.
	POLYNESIE	On 29th December.

TRANSFERRING on the Co's Steamers at COLOMBO for CALCUTTA, BOMBAY and AUSTRALIA, at PORT SAID for the LEVANT, CONSTANTINOPLE and BLACK SEA.

Through Tickets to LONDON via PARIS, from £27.10 up to £71.10. 20 hours Railway from MARSEILLES to LONDON. Interpreters meet passengers on their arrival in Marseilles.

For further particulars apply to

S. C. DE BUSSIERRE, ACTING AGENT,

QUEEN'S BUILDING.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

From HONGKONG	STEAMER	From COLOMBO
2nd Nov.	"COMERIC"	13th Dec.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS if sufficient inducement offers, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILINGS:

From Hongkong	STEAMER	Middle of February, 1914.
	"SALAMIS"	

FIRST CLASS ACCOMMODATION FOR PASSENGERS. FITTED WITH WIRELESS TELEGRAPHY.

For Rates of Freight and Passage, apply to

THE BANK LINE, LIMITED,

MANAGING AGENTS.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

REGULAR SERVICE BETWEEN CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS

SS "GREGORY APCAR" 2,200 tons, Capt. J. E. Drake, will be despatched to SHANGHAI, KORE and MOJI on 27th November.

SS "DUNERA" 5,200 tons, Capt. J. R. O'Sullivan, will be despatched to YOKOHAMA, KORE and MOJI on 4th December.

SS "TORILLA" 5,200 tons, Capt. C. J. Benson, P.N.B., will be despatched for SINGAPORE, PENANG and CALCUTTA on 6th November.

SS "DILWALA" 5,328 tons, Captain G. N. Ramo, B.N.B., will be despatched as above on 9th December.

The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For Freight or passage, apply to

DAVID SASSOON & CO., LTD.,

HONGKONG, 21st November, 1913.

HONGKONG, CANTON, MACAO & PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

HOMeward PASSENGER SEASON. 1914.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c. THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Connecting Steamer	Steamers to	Leave	Leave	Connecting Steamer	Due at	Due at
"ORIENTAL" leaves YOKOHAMA	COLOMBO	SHANGHAI	HONGKONG	from COLOMBO to MARSEILLES and LONDON	MARSEILLES	Penang (London 1 day later)
p.m. Thurs.		6 p.m. Tues.	Noon. Satur.		Saturday	Friday
Jan. 8	EGYPT	Jan. 13	Jan. 17	MOOLTAN	Feb. 14	Feb. 20
Jan. 22	DEVANHA	Jan. 27	Jan. 31	MOREA	Feb. 28	Mar. 6
Feb. 5	CHINA	Feb. 10	Feb. 14	MALCA	Mar. 14	Mar. 20
Feb. 19	ASSAYE	Feb. 24	Feb. 28	MARMORA	Mar. 28	Mar. 30
Mar. 5	INDIA	Mar. 10	Mar. 14	MOLDAVIA	Apr. 11	Apr. 17
Mar. 19	DEVANHA	Mar. 24	Mar. 28	MEDINA	Apr. 25	May 1
Apr. 2	ARCADIA	Apr. 7	Apr. 11	MONGOLIA	May 9	May 15
Apr. 16	DELTA	Apr. 21	Apr. 25	MALWA	May 23	May 29
Apr. 30	ASSAYE	May 5	May 9	MOOLTAN	June 6	June 12

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID. Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES.

The Fares to London and Marseilles are as follows:—	LONDON
1st Saloon "A" Accommodation Single	£65.
"B" " " " " " "	£59.
2nd Saloon "A" " " " " " "	£44.
"B" " " " " " "	£40.

				MARSEILLES	
1st Saloon	"A"	Accommodation	Single	£61.	Return £91.
	"B"	"	"	£55.	" £81.
2nd Saloon	"A"	"	"	£42.	" £63.
	"B"	"	"	£38.	" £53.

IN ADDITION TO THE ABOVE MAIL STEAMERS INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

LONDON

CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES.

STEAMERS	Leave YAMA	Leave SHANGHAI	Leave H'KONG	Leave S'FORE	Due at M'HEILLES	Due at LONDON
BORNEO	about Jan. 6	about Jan. 17	about Jan. 21	about Jan. 27	about Feb. 23	about Mar. 4
NANKIN	Jan. 22	Jan. 31	Feb. 4	Feb. 10	Mar. 9	Mar. 18
NYANZA	Feb. 5	Feb. 14	Feb. 18	Feb. 24	Mar. 23	Mar. 31
NOBE	Feb. 17	Feb. 28	Mar. 4	Mar. 10	Apr. 6	Apr. 15
NILE	Mar. 3	Mar. 14	Mar. 18	Mar. 24	Apr. 21	Apr. 30
MALTA	Mar. 17	Mar. 28	Apr. 1	Apr. 7	May 5	May 14
SUMATRA	Mar. 31	Apr. 11	Apr. 15	Apr. 21	May 19	May 28
NUBIA	Apr. 14	Apr. 25	Apr. 29	May 6	June 3	June 12
NAMUR	Apr. 28	May 9	May 13	May 20	June 18	June 27

These Steamers call also at PORT SWETTENHAM, PENANG and COLOMBO.

FARES TO LONDON.

1st Saloon £50 Single: £75 Return.

2nd Saloon £35 " " £52 " "

FARES TO MARSEILLES.

1st Saloon £46 Single: £71 Return.

2nd Saloon £33 " " £50 " "

All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy.

THE ABOVE RATES ARE SUBJECT TO A SURTAX OF 10%.

For Further Particulars, apply to—

E. A. HEWETT,

SUPERINTENDENT

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS AND DISPLACEMENT	TONS	SAILING DATE
MARSEILLES, LONDON and	MISHIMA MARU	16,000	WED'DAY, 3rd Dec., at D'light.
ANTWERP, via SINGA-	KAGA MARU	12,500	WED'DAY, 17th Dec., at Daylight.
PORE, PENANG, COLOMBO,			
SUEZ and PORT SAID	SAKI MARU	12,500	TUESDAY, 2nd Dec., at Noon
VICTORIA, B.C., and	SADO MARU	12,500	TUESDAY, 16th Dec., at Noon.
SEATTLE via SHANGHAI,	NIKKO MARU	8,600	TUESDAY, 25th Nov., at Noon.
MOJI, KORE, YOKKAICHI	KUMANO MARU	9,300	WED'DAY, 17th Dec., at Noon.
and YOKOHAMA	SANUKI MARU	12,500	SATURDAY, 29th November.
SYDNEY and MELBOURNE,			
via MANILA, THURSDAY	BOMBAY MARU	12,500	SATURDAY, 29th November.
ISLAND, TOWNSVILLE	HITACHI MARU	12,500	THURSDAY, 4th Dec., at 11 A.M.
and BRISBANE	RANGON MARU	6,300	TUESDAY, 2nd December.
	TANG MARU	13,500	WED'DAY, 17th Dec., at 11 A.M.
	HAKATA MARU	6,000	TUESDAY, 25th November.

§ Fitted with New System of Wireless Telegraphy. Cargo only.

PASSENGER SEASON-1914.

STEAMER	TONS	SAILS	WEDNESDAY
MIYASAKI MARU	16,000	"	28th January.
KITANO	16,000	"	11th February.
IYO	12,500	"	25th February.
HIRANO	16,000	"	11th March.
KATOKI	20,000	"	25th March.
KAMO	16,000	"	8th April.
KASHIMA	20,000	"	22nd April.

FOR AMERICA.

STEAMER	TONS	SAILS	TUESDAY
SHIMIZUOKA MARU	12,500	"	27th January.
TAMBA	12,500	"	10th February.
AKI	12,500	"	24th February.
YOKOHAMA	12,500	"	10th March.
AWA	12,500	"	24th March.

With option of Rail between Steamer's Calling Ports in Japan.

For Further Information as to Freight, Sailing, &c., apply to—

T. KUSUMOTO, MANAGER.

TELEPHONE Nos. 232 and 1241 11-12-13.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON. CANTON TO HONGKONG.

SATURDAY, 22ND NOV., 1913.

8 a.m. HEUNGSHAN. 10 p.m. HONAM.

8 a.m. HONAM. 5 p.m. FATSHAN.

SUNDAY, 23RD NOV., 1913.

10 p.m. FATSHAN. 4 p.m. HONAM.

A Telephone Service has been recently installed on the Canton Company's Steamers. Day Steamers Call No. 776, Night Steamers Call No. 775.

HONGKONG-MACAO LINE.

S.S. SUI AN, Tons 1,651. S.S. SUI AN, Tons 1,651.

HONGKONG TO MACAO.

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf. Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 2 p.m.

EXCURSION TO MACAO.

SUNDAY, 23RD NOVEMBER, 1913.

The Company's Steamship!

"SUI AN"

Will depart from the Wing Lok Street Wharf at 9 a.m. and return from Macao at 5 p.m. N.B.—The Company will also run a Steamer from Macao on Sunday morning at 7.30 a.m. and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf.

This Steamer connects with the Excursion Steamer returning from Macao at 5 p.m.

FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. HOI-SANG, 45 tons.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m. Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

S.S. SAINAM, 538 tons, and S.S. NANNING, 569 tons.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct Steamers LINTAN and SANLU. These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin. Booking Office open daily (Sunday excepted) 8 a.m. to 5 p.m.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO. LTD.

Hotel Mansions (First Floor), opposite the Blake Pier.

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PHILIPPINES S.S. CO.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
ZAFIRO	4000	F.S. McMurray	Manila, Mangarin, Cebu and Iloilo	On 22nd Nov., 4 P.M.
RUBI	4000	J. Miller	Manila, Mangarin, Cebu and Iloilo	On 3rd Dec., 4 P.M.

Electric Light, Fans in every Cabin. Competent Stewardess Carried.

For Freight or Passage, apply to SHEWAN, TOMES & CO., General Managers, Hongkong, 17th November, 1913.

PHILIPPINES S.S. Co. [11]

OSAKA SHOSEN KAISHA.

REGULAR SERVICES.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).



TRANS-PACIFIC LINE.

IN CONNECTION AT TACOMA AND SEATTLE WITH

THE CHICAGO MILWAUKEE AND ST. PAUL RAILWAY CO.

SOUTH AMERICA LINE.

FOR VICTORIA, B.C. AND TACOMA VIA JAPAN PORTS.

Steamer	Captain	Leaving
"TACOMA MARU"	T. Hamada	THURSDAY, 27th Nov., at 1 P.M.
"PANAMA MARU"	J. Kano	WED'DAY, 10th Dec., at 1 P.M.
"SEATTLE MARU"	T. Sato	THURSDAY, 18th Dec., at 1 P.M.
"MEXICO MARU"	N. Kobayashi	WED'DAY, 7th Jan., at 1 P.M.
"CHICAGO MARU"	I. Goto	THURSDAY, 22nd Jan., at 1 P.M.
"CANADA MARU"	H. Yamamoto	

Calling at SHANGHAI, NAGASAKI, KORE, YOKKAICHI and YOKOHAMA.

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON VIA USUAL PORTS OF CALL	DEVANHA	Noon, 22nd Nov.	See Special Advertisement.
LONDON AND ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID, & MARSEILLES	NUBIA	About 26th Nov.	Freight and Passage.
SHANGHAI, MOJI, KOBÉ, SIMLA AND YOKOHAMA	SIMLA	About 28th Nov.	Freight and Passage.

All the above Steamers are fitted with Wireless Telegraphy.

For Further Particulars apply to

E. A. HEWETT,
Superintendent.

Hongkong, 22nd November, 1913.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
SHANGHAI & TSINGTAU	"CHENAN"	On 22nd Nov., M'night.
HAIPHONG	"KUEICHO"	On 25th Nov., Noon.
MANILA, CEBU & ILOILO	"SUNGKIANG"	On 26th Nov., 9 A.M.
SHANGHAI	"ANHUI"	On 27th Nov., 4 P.M.
SHANGHAI & TSINGTAU	"YINGCHOW"	On 29th Nov., M'night.
SHANGHAI	"LUCHOW"	On 4th Dec., 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI"

MANILA LINE—TWIN SCREW STEAMERS "CHINHUA," "TAMING" and "TEAN." Excellent Saloon accommodation Amidships; Electric Fans fitted; Extra State-rooms on Deck, aft, on "TAMING" and "TEAN."

SHANGHAI LINE—TWIN SCREW STEAMERS "ANHUI," "CHENAN," and the S.S. "LUCHOW" and "YINGCHOW" having excellent accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before Midnight on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transshipment at Woosung.

REDUCED FARES:—SINGLE \$45.....RETURN \$75.

For Freight or Passage apply to—BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 22nd November, 1913.

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA
VIA MANILA.MAIL SCHEDULE
(SUBJECT TO MODIFICATION).

STEAMER	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
EMPIRE	22nd November	On 23rd Nov., 3 P.M.
ST. ALBANS		On 11th Dec., 10 A.M.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. A State-Rooms have Electric Fans. A daily qualified Doctor and Stewardess are carried. For further particulars apply to

GIBB, LIVINGSTON & Co.,
AGENTS.

HAMBURG - AMERIKA LINIE.

IN CONJUNCTION WITH
DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK and from MANILA, HONGKONG and JAPAN to VANCOUVER (B.C.) and PORTLAND (Or.).

TAKING Cargo at Through Rates to all European, North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Adriatic, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.	HOMEWARD.
FOR SHANGHAI, KOBÉ AND YOKOHAMA:	FOR ROTTERDAM, BREMEN & HAMBURG:
S.S. ALTHAMARK ... 22nd Nov.	S.S. ARABIA ... 23rd Nov.
S.S. SITHONIA ... 28th Nov.	FOR VANCOUVER, SEATTLE and/or TACOMA & PORTLAND (Or.)
S.S. EMDEN ... 5th Dec.	S.S. SITHONIA ... 30th Nov.
S.S. SILESIA ... 18th Dec.	FOR ROTTERDAM, EMDEN & HAMBURG:
S.S. PREUSSEN ... 27th Dec.	S.S. SAMBIA ... 2nd Dec.
S.S. O. J. D. ABLERS ... 9th Jan.	FOR HAVRE, BREMEN & HAMBURG:
S.S. SAKONIA ... 11th Jan.	S.S. SEGOVIA ... 2nd Dec.
S.S. SEBZIA ... 23rd Jan.	FOR MARSEILLES, HAVRE & HAMBURG:
S.S. SCANDIA ... 9th Feb.	S.S. UCKERMARK ... 4th Dec.
	FOR MARSEILLES, BREMEN & HAMBURG:
	S.S. WESTPHALIA ... 6th Dec.

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,
Hongkong Office.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light, Excellent Cuisine.

FOR
SWATOW, AMOY AND FOCHOW
AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAITAN"	Capt. J. S. Roach	TUESDAY, 25th Nov., at 11 A.M.
"HAICHING"	Capt. W. G. Passmore	FRIDAY, 29th Nov., at 11 A.M.
"HAIYANG"	Capt. A. E. Hodgins	TUESDAY, 2nd Dec., at 11 A.M.

For SWATOW AND RETURN.

(Occupying 3 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAIMUN"	Capt. J. W. Evans	SUNDAY, 23rd Nov., at 10 A.M.
		WEDNESDAY, 26th Nov., at 11 A.M.

Steamers will arrive at and Depart from the Company's Wharf (near Blakes Pier).

For Freight and Passage, apply to—

DOUGLAS LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 22nd November, 1913.

TOYO KISEN KAISHA.



SAN FRANCISCO LINE.

VIA SHANGHAI, MANILA, THE INLAND SEA,
JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to Change Without Notice.

Steamer	Displacement Tons and Speed.	Leave Hongkong.
* HONGKONG MARU	11,000—18 knots	...FRIDAY, 28th Nov.
SHINYO MARU	22,000—21 knots	...THURS., 4th Dec.
CHIYO MARU	22,000—21 knots	...MON., 22nd Dec.
* NIPPON MARU	11,000—18 knots	...WED'DAY, 14th Jan.
TENYO MARU	22,000—21 knots	...SATUR., 17th Jan.

* INTERMEDIATE SERVICE via MANILA. Omitting Shanghai.

All Steamers will be despatched at Noon.

FIRST CLASS TO LONDON £71.10...RETURN (6 MONTHS) £120.

INTERMEDIATE " " £65. " " " £109.

FIRST CLASS TO NEW YORK £60. " " " £96.10.

" " " " £45. " " " £68.

The INTERMEDIATE FARES TO NEW YORK and SAN FRANCISCO are £9 lower for Single Journey and £14 lower for Return from above Rates.

Passengers purchasing Trans-Pacific Return Tickets have the option of returning from San Francisco by Steamers of the PACIFIC MAIL S.S. Co. or from Vancouver by Steamers of the CANADIAN PACIFIC RAILWAY Co.

* SPECIAL RATES given to NAVAL and MILITARY, CIVIL SERVANTS, MISSIONARIES, etc.

* ROUND THE WORLD Tickets issued in connection with all the Principal MAIL Lines and the Trans-Siberian Railway.

Passengers may Travel by RAILWAY between Ports of Call in Japan free of charge.

SOUTH AMERICAN LINE.

VIA JAPAN PORTS, HONOLULU, HILO, MANZANILLO,
SALINA CRUZ, CALLAO, IQUIQUE AND VALPARAISO.

THENCE BY

TRANS-ANDEAN ROUTE TO BUENOS AIRES.

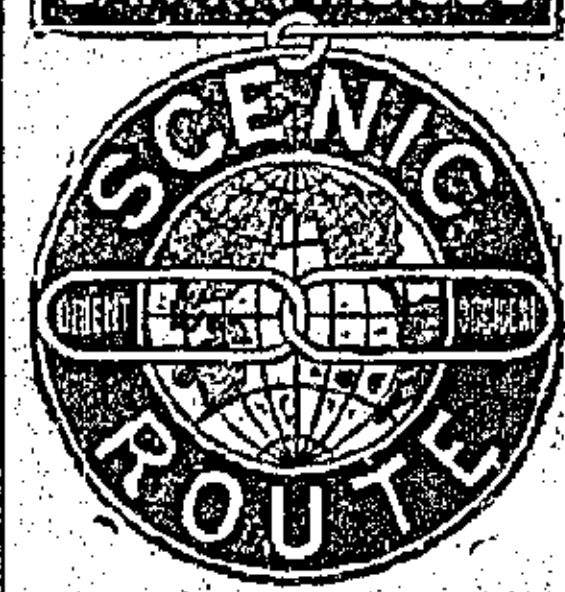
Steamer	Displacement Tons and Speed	Leave Hongkong
ANYO MARU	18,500—15 knots	...WEDNESDAY, 10th Dec., Noon.

For Full Particulars as to Passage and Freight, apply to—

S. MORIMOTO, AGENT,
King's Building.

TELEPHONE 291.

SAN FRANCISCO SCENIC ROUTE

TRANS-PACIFIC
TOYO KISEN KAISHA
TRANS-CONTINENTAL
WESTERN PACIFIC
DENVER AND RIO GRANDE.
MAIL SHIP SERVICE.

Steamer	Tonnage	Speed
S.S. TENYO MARU	22,000	21
S.S. CHIYO MARU	22,000	21
S.S. SHINYO MARU	22,000	21

INTERMEDIATE SERVICE.

Steamer	Tonnage	Speed
S.S. NIPPON MARU	11,000	18
S.S. HONGKONG MARU	11,000	18

THE QUICK AND COMFORTABLE WAY OF TRAVEL FROM JAPAN, CHINA, PHILIPPINES AND THE FAR EAST, VIA HONOLULU.

These Vessels present the Farthest Advance in the Science of Shipbuilding, being Equipped with every Modern Device for the Safety, Convenience, Comfort and Entertainment of Passengers, including: Wireless Telegraph, Automatic Safety Devices, Electric Lights in every Berth, Electric Fans in every State-room, Brass Beds, Porcelain Bath-tubs, Steam Laundry, Nursery and Playground for Children, Open Air Gymnasium, Moving Picture Shows, Swimming Tanks, Orchestral Concerts. Perfect Service—Unexcelled Cuisine.

WESTERN PACIFIC-DENVER AND RIO GRANDE.

The T.K.K. Liners connect at San Francisco with the Palatial Trains of the Western-Pacific and Denver and Rio Grande Railways to Chicago via Salt Lake City and Denver WITHOUT CHANGE. Through Standard Sleepers. Through Tourist's Sleepers. Dining Cars—Observation Cars. Electric Lights—Electric Fans, Union Depots. New Landscapes and Scenery—Hundreds of Miles through the Gorgeous Scenery of the Sierras—Feather River Canyon—and the Royal Gorge of Colorado. Convenient connections at Chicago with Trains for New York (Transatlantic Steamers) and other Eastern points. When taking out Passage over the SAN FRANCISCO SCENIC-ROUTE ask for Ticket form No. 626.

C. LACY GOODRICH,

GENERAL ORIENTAL AGENT,

75, MAIN STREET, YOKOHAMA, and KING'S BUILDING, HONGKONG.

AUSTRIAN LLOYD.

(Under Mail Contract with the Austrian Government.)
MONTHLY FAST SERVICE TO TRIESTE (VENICE).
VIA SINGAPORE, PENANG, COLOMBO, ADEN, SUVA and PORT SAID.
S.S. "AFRICA," 8,840 tons, will leave as above on 15th Dec., at 4 P.M.
Superior accommodation for 1st and 2nd Class passengers, no extra, no tips, no inside Cabins.
Stewardesses, Laundry, Wireless Telegraphy.

FARES: Hongkong-Trieste (Venice), £50 1st, £36 2nd, £19 3rd Class.

MONTHLY ORDINARY SERVICE TO TRIESTE (VENICE) VIA
STRAITS (CALCUTTA), COLOMBO, ADEN, SUVA and PORT SAID.

S.S. "NIPPON," 13,900 tons, will leave as above about 2nd December.

This Steamer of large tonnage is fitted with comfortable and class accommodation for Saloon Passengers. No extra. Doctor, Stewardess, Wireless Telegraphy.

RAILWAY FARES: Trieste-London.
BY SIMPLON EXPRESS:
Via Venice, Milan, Simplon, Lausanne, Paris, Calais or Boulogne, Class I £23.15, II £21.15.

Via Venice, Milan, St. Gothard, Lucerne, Bâle, Leon, Basel or Boulogne, Class I £23.15, II £21.15.

Via Vienna, Cologne, Brussels, Ostend, Dover, Class I £29.15, II £27.15.

Via Munich, Cologne, Hook or Flushing, Class I £27.15, II £25.15.

TO SHANGHAI.
S.S. "AFRICA," 8,840 tons, will leave as above on 1st December, at 6 A.M.

FARES: Hongkong-Shanghai, £6 1st, £4 2nd, £2 3rd Class.

TO KOBÉ VIA SHANGHAI, YOKOHAMA.
S.S. "E. F. FERDINAND," 12,000 tons, will leave as above about 29th November.

Cargo taken at through rates to all ports in Adriatic, Levant, Black Sea & Danube, also North & South America.

SANDER, WIELER & Co., AGENTS,
Princess' Building.

Hongkong, 18th November, 1913.

NORDDEUTSCHER LLOYD. BREMEN. IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TONS	TO SAIL
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN	"P. E. FRIEDRICH," Capt. C. MUNDT	16,000	[Wed'day, 26th Nov., at 10 A.M.]
SHANGHAI, NAGASAKI, KOBÉ and YOKOHAMA	"PRINZESS ALICE," Capt. J. BOSTFELDT	20,300	[About Wed'day, 26th Nov.]
MANILA, YAP, MARONN, SAMAR, RAI, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ WALDEMAR," Capt. H. BERNHARDT	5,100	[Saturday, 29th Nov., at 9 A.M.]
KOBÉ	"COBLENZ," Capt. L. KLUGKIST	6,750	[About Tuesday, 1st Dec.]
JESSIELTON, KUDAT and SANDAKAN	"BORNEO," Capt. J. KORNHUBER	5,000	[Tuesday, 2nd Dec., at 9 A.M.]

All the Steamers of the European Line are fitted with Wireless Telegraphic New System of Telefunken.

For Further Particulars, apply to

NORDDEUTSCHER LLOYD,
MELOCHERS & Co.,
GENERAL AGENTS HONGKONG AND CHINA.

Hongkong, 20th November 1913

PASSENGER SEASON 1914. NORDDEUTSCHER LLOYD. BREMEN. TO EUROPE BY THE MAGNIFICENT FAST LINERS.

STEAMSHIP	DISPLACEMENT	ON FEBRUARY 3RD.
* "PRINZ LUDWIG"	18,300 TONS	ON FEBRUARY 3RD.
"GOEBEN"	17,300	ON FEBRUARY 18TH.
* "DERFFLINGER"	17,250	ON MARCH 3RD.
"KLEIST"	17,000	ON MARCH 18TH.
* "PRINZ EITEL FRIEDRICH"	17,000	ON MARCH 31ST.
"YORK"	17,000	ON APRIL 15TH.
* "PRINZESS ALICE"	20,300	ON APRIL 28TH.

* THESE STEAMERS WILL CALL AT MANILA DIRECT ON THE VOYAGE FROM HERE TO SINGAPORE.

CALLING AT NAPLES, GENOA, ALGIERS, GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS.

All the Steamers of the European Line are fitted with Wireless Telegraphy. (System Telefunken.)

EARLY BOOKING RECOMMENDED.

For Further Particulars, please apply to

MELOCHERS & Co., GENERAL AGENTS,
NORDDEUTSCHER LLOYD, BREMEN.

Hongkong, 10th October, 1913.

VESSELS EXPECTED.

THE AMERICAN MAIL.

Per P.M. str. *Korea* left Yokohama for Hongkong, via Manila on the 16th November, at noon. The mails have been transferred to the C.P.R. str. *Empress of Asia*, which is scheduled to arrive at this port on the 24th November.

THE AUSTRALIAN MAIL.

The E. & A. str. *St. Albans*, from Sydney, etc., left Manila for this port on the 20th November, at midnight, and may be expected to arrive here on the 23rd November, morning.The I.G.M. str. *Coblenz* left Sydney on the 15th November, at 2 p.m., and may be expected here on or about the 8th December.The E. & A. str. *Eastern* left Sydney for this port (via Queensland Ports, Port Darwin and Manila) on the 19th November, and may be expected to arrive here on or about 13th December.

THE CANADIAN MAIL.

The C.P.R. str. *Empress of Asia* left Shanghai on the 22nd November, and is due to arrive here on the 24th November, at 8 a.m.

THE GERMAN MAIL.

The I.G.M. str. *Princess Alice*, carrying the German mails, with dates from Berlin of the 29th October, left Colombo on the 16th November, p.m., and may be expected here on or about the 27th November.

MERCHANT STEAMERS.

The Apen str. *Gregory Apcar*, from Calcutta, left Singapore on the 18th November, and may be expected here on or about the 22nd November, a.m.The N.Y.K. str. *Nakata Maru* (Calcutta Line) left Singapore for this port on the 19th November, and is expected here on the 24th November.The Ben Line str. *Benlary*, from Antwerp, Middlesbrough, and London, left Singapore on the 17th November for this port, and may be expected to arrive here on or about 24th November.The str. *Borneo* left Sandakan on the 17th November, p.m., and may be expected here on or about the 24th November, a.m.The American and Manchurian Line str. *Kajue* left Colombo on the 18th November, and is due here on the 30th November.The N.Y.K. str. *Tokoro Maru* (European Line) left London for this port via ports on the 18th October, and is expected here on the 20th November.The N.Y.K. str. *Rangoon Maru* (Bom-bay Line) left Bombay for this port via Singapore on the 13th November, and is expected here on the 1st December.The Swedish East Asiatic Co.'s str. *Canton* left Port Said on the 4th November, and is expected to arrive here on the 2nd December.The N.Y.K. str. *Hibachi Maru* (European Line) left Colombo for this port via Singapore on the 20th November, and is expected here on the 3rd December.The American and Manchurian Line str. *Kandahar* left New York on the 25th October, and is due here on or about the 15th December.The N.Y.K. str. *Miyazaki Maru* (European Line) left London for this port via ports on the 6th November, and is expected here on the 17th December.The str. *Glenelg* passed the Suez Canal on the 28th October, for Hongkong via Straits.

SHIHE LINE, LIMITED.

Den of Airline from Singapore, is due in Hongkong 23rd November.
Merionethshire, from London, is due in Hongkong 18th December.
Den of Crombie, from Vancouver, is due in Hongkong 25th November.
Mendocino, from Seattle, is due in Hongkong 30th November.

PASSENGERS.

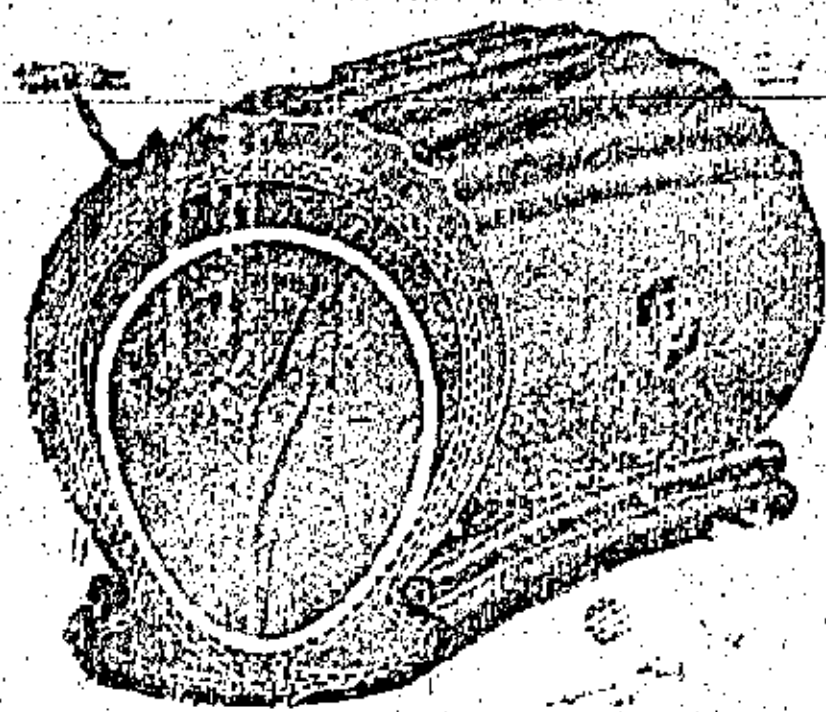
ARRIVED.

Per *Assaye*, for Hongkong, from London, Mrs. Slater and infant, Mr. and Mrs. Searle and 2 children; from Bombay, Mr. D. Burlingham; from Penang, Mr. J. W. C. Muir; from Singapore, Mr. A. H. Rix, Mr. S. B. Hoern, Mr. Charlesworth, Dr. Breyer, Rev. Metz and Mr. Willy.Per *Devanah*, from Shanghai, etc., Mr. A. M. Coles, Mr. and Mrs. J. McPherson, Mr. and Mrs. J. D. Smart, Mr. Pulivarsky, Mr. Gourvitch, Mr. C. Rolfs, Mr. Kopp, Mr. Madsen, Mr. Oehndorf, Dr. Gastell, Dr. R. Cohn, Mr. A. Woolley, Dr. and Mrs. Cochran, Miss L. Foreman, Mr. and Mrs. Bryan, and Rev. R. F. Schmiedel.Per *Hongkong Maru*, from San Francisco, etc., Mr. R. Basa, Mr. and Mrs. J. R. Cook and amah, Mr. J. F. Chandler, Mr. R. Jansen, Mr. and Mrs. F. Johnson, Mr. and Mrs. K. Kato, Fr. J. C. Kelling, Mr. R. MacDougal, Mrs. B. Martin, Miss N. Minalan, Mr. R. C. Porter, Mrs. G. H. Pennefather and infant, Rev. A. Ponget, Dr. C. Richter, Mr. and Mrs. C. B. Stager, Master H. Stager, Mrs. B. Taylor, Mr. and Mrs. J. F. R. Thompson, and Mr. H. S. J. Wilding and servant.

LATEST STEAMER MOVEMENTS.

The N.Y.K. str. *Nikko Maru* (Australia Line) left Nagasaki for this port on the 20th November, and is expected here on the 24th November, daylight.The N.Y.K. str. *Sawaki Maru* (Calcutta Line) left Kobe for this port via Shanghai on the 20th November, and is expected here on the 27th November.The N.Y.K. str. *Bombay Maru* (Bombay Line) left Bombay for this port via Singapore on the 13th November, and is expected here on the 1st December.The N.Y.K. str. *Kawachi Maru* (Bombay Line) left Bombay for this port via Singapore on the 18th November, and is expected here on the 6th December.The N.Y.K. str. *Pan Maru* (Calcutta Line) left Calcutta for this port via ports on the 18th November, and is expected here on the 7th December.The N.Y.K. str. *Tango Maru* (Australia Line) left Melbourne for this port via ports on the 18th November, and is expected here on the 17th December.The N.Y.K. str. *Yokohama Maru* (American Line) left Seattle for this port via ports on the 18th November, and is expected here on the 21st December.The N.Y.K. str. *Aki Maru* (American Line) left Shanghai for this port on the 20th November, and is expected here on the 23rd November, a.m.

PETER UNION



RICKSHAW TYRES

ARE THE BEST!

AGENT:

HUGO C. A. FROMM.

Hongkong, 17th November, 1913.

[44-35]

LEONHARDI'S

INKS, GUMS, TYPEWRITER RIBBONS

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LEONHARDI'S

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(PURPLE)

\$3.50 only Per Box of 100 Sheets.

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WING HING, STATIONER,

25, WELLINGTON STREET.

WHOLESALE:

HUGO C. A. FROMM,

20, DES VŒUX ROAD CENTRAL, 1st Floor.

Hongkong, 17th November, 1913.

[44-13]

PETER SCHUERMANN AND

SCHROEDER'S

WOOLLEN PIECE GOODS

SUITINGS, COATINGS, BROAD CLOTH.

Representative for China:

HUGO C. A. FROMM,

TEL. 960.

20, DES VŒUX ROAD, 1ST FLOOR.

Hongkong, 17th November, 1913.

[44-35]

POST OFFICE NOTICE.

CHRISTMAS AND NEW-YEAR'S PARCEL MAIL.

The Public are informed that the Parcel Mail to the United Kingdom and Countries beyond which will be closed in this Office at 5 p.m. on the 21st November will be treated as the New Year Mail, and is due to reach London on the 27th December. Parcels may be forwarded via Hindisi with an extra fee of 60 cents, and with this mail are due in London on the 20th December.

Parcels containing Gold or Silver must be insured for at least part of their value. All insured Parcels must be sealed. All the seals must be of the same coloured wax, and must bear the impression of a private device. This device must be the same on each seal. Straight, curved, crossed or dotted lines are not admissible. Buttons, Coins and Thimbles cannot be used for sealing.

The Clerks of the Post Office are forbidden to affix stamps on letters or parcels or to seal any article for the public. Parcels that in the opinion of the officer handling the same do not comply with the regulations will not be accepted. It is requested that Parcels be posted early.

* Specially superscribed correspondence only.

FOR	PER	DATE
Tourane and Quinhon ...	Helene	Saturday, 22nd, 9.00 A.M.
Japan via Mori ...	Mexico City	Saturday, 22nd, 10.00 A.M.
STRAITS, BURMAH, CEYLON, ADELAIDE, WESTERN AUSTRALIA, INDIA, ADEN, EGYPT, and EUROPE via BRINDISI		Saturday, 22nd, 10.00 A.M.
(Late Letters 11.00 to Noon, Extra Postage 10 cents.)		
(Supplementary mail on board up to the time fixed for departure of the mail, Extra Postage 10 cents.)		
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)		
* Philippine Islands ...	Loongsang	Saturday, 22nd, 1.00 P.M.
Philippine Islands ...	Zafiro	Saturday, 22nd, 3.00 P.M.
Amoy, *Shanghai and *North-China ...	Typhoon	Saturday, 22nd, 3.00 P.M.
Straits and Ceylon ...	Mogilev	Saturday, 22nd, 5.00 P.M.
Shanghai, North China and Tsingtau ...	Chenau	Saturday, 22nd, 5.00 P.M.
(EUROPE via SIBERIA)		
Tientsin ...	Chingching	Saturday, 22nd, 5.00 P.M.
Philippine Is., Timor, *Australia, *Tasmania, and *New Zealand via Port Darwin ...	Empire	Sunday, 23rd, 9.00 A.M.
Satow ...	Haimun	Sunday, 23rd, 9.00 A.M.
Satow ...	Derwent	Sunday, 23rd, 9.00 A.M.
*Satow, Amoy and Formosa via Tamsui ...	Daigui Maru	Sunday, 23rd, 9.00 A.M.
PHILIPPINE ISLANDS, JAPAN via NAGA-SAKI, HONOLULU, *JANADA, *UNITED STATES and *SOUTH AMERICA via SAN FRANCISCO ...	Persia	Registration, 3.00 P.M. B.O. 4.00 P.M. Letters, 9.00 A.M.
Satow, Amoy and Poochow ...	Haitan	Tuesday, 25th, 10.00 A.M.
*Straits and *India via Calcutta ...	Kueichow	Tuesday, 25th, 11.00 A.M.
*Tientsin ...	Nikko Maru	Tuesday, 25th, 11.00 A.M.
Philippine Islands, Australia, Tasmania and New Zealand via Thursday Islands ...	Hokuto Maru	Tuesday, 25th, 5.00 P.M.
*Straits, *Batavia, *Samarang, *Sourabaya and *Cherbon ...	Sosho Maru	Tuesday, 25th, 5.00 P.M.
Satow, Amoy & Formosa via Amoy & Takao	Sungkiang	Tuesday, 25th, 8.00 A.M.
Haiphong, Pakhoi and Saigon ...		Wednesday, 26th, 8.00 A.M.
STRAITS, BURMAH, CEYLON, ADELAIDE, WESTERN AUSTRALIA, INDIA, ADEN, EGYPT and EUROPE via NAPLES ...	P. E. Friedrich	Registration, 8.30 A.M. B.O. 8.00 A.M. Letters, 9.00 A.M.
Satow ...	Haimun	Wednesday, 26th, 10.00 A.M.
Philippine Islands ...	Chinika	Wednesday, 26th, 3.00 P.M.
Japan via Mori, Victoria, B.C., and Tacoma	Tacoma Maru	Thursday, 27th, 11.00 A.M.
Shanghai, North China and Japan via Kobe	Gregory Apsar	Thursday, 27th, 3.00 P.M.
Shanghai and North China ...	Achid	Thursday, 27th, 3.00 P.M.
Shanghai and North China ...	Hangchow	Thursday, 27th, 5.00 P.M.
Satow, Amoy and Poochow ...	Haitan	Friday, 28th, 10.00 A.M.
Philippine Islands, Yap, Maroua, Friedrich Wilhelmshafen, Rabaul, Herberhote, Matapi, Samarai, Tasmania, New Zealand, Australia via Brisbane ...	Prins Waldemar	Saturday, 29th, 8.00 A.M.
Straits and India via Calcutta ...	Kutang	Saturday, 29th, 11.00 A.M.
Sandakan ...	Hinsang	Saturday, 29th, 11.00 A.M.
Philippine Islands ...	Yuenang	Saturday, 29th, 1.00 P.M.
Shanghai, North China and Tsingtau ...	Yingchow	Saturday, 29th, 5.00 P.M.
(EUROPE via SIBERIA)		
Jessetson, Kudat and Sandakan	Borneo	Tuesday, 2nd, 8.00 A.M.
*Philippine Islands, Australia, Tasmania and New Zealand via Port Darwin ...	Taiyuan	Tuesday, 2nd, 9.00 A.M.
Satow, Amoy and Poochow ...	Haiyang	Tuesday, 2nd, 10.00 A.M.

COMMERCIAL

CLOSING QUOTATIONS.

November 21st.

ON LONDON:—	
Telegraphic Transfer	111 1/2
Bank Bills, on demand	111 1/2
Bank Bills, at 30 days' sight	111 1/2
Bank Bills, at 4 months' sight	111 1/2
Credits, at 4 months' sight	2-4
Documentary Bills 4 months' sight	2-4
ON PARIS:—	
Bank Bills, on demand	48 1/2
Credits, at 4 months' sight	53 1/2
ON GERMANY:—	
On demand	201
ON NEW YORK:—	
Bank Bills, on demand	47 1/2
Credits, at 60 days' sight	48 1/2
ON BOMBAY:—	
Telegraphic Transfer	146
Bank, on demand	146 1/2
ON CALCUTTA:—	
Telegraphic Transfer	146
Bank, on demand	146 1/2
ON SHANGHAI:—	
Bank, at sight	71 1/2
Private, 30 days' sight	74 1/2
ON YOKOHAMA:—	
On demand	95 1/2
ON MANILA:—	
On demand—Pesos—96	
ON SINGAPORE:—	
On demand	93 1/2
ON BATAVIA:—	
On demand	118 1/2
ON HAIPHONG:—	
On demand	1 1/2 p.m.
ON SAIGON:—	
On demand	78 1/2
ON BANGKOK:—	
On demand	78 1/2
SOVEREIGNS, Bank's Buying Rate	\$10.15
GOLD LEAF, 100 fine, per tael	\$53.40
BAR SILVER, per oz.	27

SUBSIDIARY COINS.

	per cent.
Chinese ... 20 cents pieces	\$3.10 discount.
Chinese ... 10	\$9.35
Hongkong ... 20	\$6.50
Hongkong ... 10	\$8.90

SHARE LIST—QUOTATIONS.

HONGKONG, 21st NOVEMBER, 1913.

STOCKS.	NO. OF SHARES.	VALUE	PAID UP.	CLOSING QUOTATIONS CASH.	RETURN ON BASIS OF LAST DIV.
BANKS.—					
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$790, sales (1/2 doz \$79 10/)	5 1/2 p.c.
China Borneo Company, Limited	60,000	\$12	all	\$91	5 1/2 p.c.
China Light and Power Company, Ltd.	50,000	\$5	all	\$4, sales	7 1/2 p.c.
China Provident Loan and Mortgage Co., Ltd.	50,000	\$10	all	\$8 1/2, sales	7 1/2 p.c.
COTTON MILLS.—					
Ewo Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 50	all	Tls. 146	5 p.c.
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	all	\$9, buyers	5 p.c.
Dairy Farm Company, Limited	40,000	\$4	all	\$7, buyers	5 p.c.
DOCKERS AND WHARVES.—					
Hongkong & Wharves & G. Co., Ltd.	60,000	\$50	all	\$66, buyers	5 p.c.
Hongkong & Wharves & G. Co., Ltd.	50,000	\$50	all	\$74, buyers	5 p.c.
New Amoy Dock Co., Limited	10,000	\$50	all	\$5	7 1/2 p.c.
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	all	Tls. 54, buyers	5 p.c.
Shanghai and Hongkong Wharf Co., Ltd.	36,000	Tls. 100	all	Tls. 107	5 p.c.
Green Island Cement Co., Limited	400,000	\$10	all	\$7, buyers	4 p.c.
Hongkong Electric Co., Limited	60,000	\$10	all	\$44, buyers	4 p.c.
Hongkong Hotel Company Limited	12,000	\$50	all	\$125	5 p.c.
Manila Metropolitan Hotel, Limited	15,000	Pa. 10	all	\$65, buyers	5 p.c.
Hongkong Ice Company, Limited	5,000	\$25	all	\$152, buyers	5 p.c.
Hongkong Rope Manufacturing Co., Ltd.	60,000	\$10	all	\$2	9 1/2 p.c.
Hongkong South China Steam Fishers Co., Ltd.	15,000	\$10	all	\$2	
Hongkong Steel Foundry Co., Ltd.	15,000	\$10	all	\$10	
Hongkong Tramway Co., Ltd.	325,000	6/-	all	6/6, sales	
INSURANCES.—					
Canton Insurance Office Co., Limited	10,000	\$250	\$50	\$320, sales	6 p.c.
China Fire Insurance Co., Limited	20,000	\$100	\$20	\$161, sal. & buy.	6 1/2 p.c.
Hongkong Fire Insurance Co., Ltd.	8,000	\$250	\$50	\$380, sales	7 1/2 p.c.
North-China Insurance Co., Limited	10,000	\$10	\$5	Tls. 133, buyers	6 1/2 p.c.
Union Insurance Society, Limited	12,400	\$250	\$100	\$810	6 1/2 p.c.
Yangtze Insurance Association, Ltd.	12,000	\$100	\$40	\$192, @ Ex 73	6 1/2 p.c.
LANDS AND BUILDINGS.—					
Hongkong Land Investment Agency Co., Ltd.	50,000	\$100	all	\$112, sal. & buy.	6 1/2 p.c.
Hongkong Land Reclamation Co., Ltd.	25,000	\$100	\$75	\$200	5 p.c.
Hampshire Estate and Finance Co., Ltd.	150,000	\$10	all	\$9.20, buyers	7 p.c.
Kowloon Land and Building Co., Ltd.	6,000	\$50	\$50	\$45	
Shanghai Land Investment Co., Ltd.	78,000	Tls. 50	all	Tls. 94	5 1/2 p.c.
West Point Building Co., Limited	12,500	\$50	all	\$70, sellers	5 1/2 p.c.
Mastohappi tot Mij. Boschen Landbouw exploitatie in Langkat	25,000	Gds. 10	all	Tls. 27, sellers	
Mining.—					
Chinese Engineering and M. Co., Ltd.	1,000,000	\$1	all	35/-	
Heawood Tin and Rubber Estate, Ltd.	824,000	2/-	all	2/5, sales	
Rau Australian Gold Mining Co., Ltd.	200,000	\$1	all	\$2 1/2, sellers	
Tromoh Mines, Limited	160,000	\$1	all	4/6	
Peak Tramways Co., Limited	25,000	\$10	all	\$9.92	7 1/2 p.c.
Philippine Co., Limited	75,000	\$10	all	\$10	
Pulpes et Papeteries du Tonkin Societe des	15,200	\$50	all	\$20, sellers	
REFINERIES.—					
China Sugar Refining Co., Limited	20,000	\$100	all	\$94, buyers	3 p.c.
Luzon Sugar Refining Co., Limited	7,000	\$100	all	\$33, sellers	
STEAMSHIP COMPANIES.—					
China and Manila Steamship Co., Ltd.	30,000	\$25	all	\$7.50, buyers	5 p.c.
Douglas Steamship Co., Limited	20,000	\$50	all	\$50, sellers	7 1/2 p.c.
Hongkong, Canton & Macao S.S. Co., Ltd.	80,000	\$15	all	\$24, sal. & sel.	
Indo-China Steam Navigation Co., Ltd.	60,000 pref.	\$5	all	\$104, 1/2 doz	
Shell Transport & Trading Co., Ltd.	2,500,000	\$1	all	10/-	6 p.c.
Star Ferry Company, Limited	40,000	\$10	all	\$44, buyers	3 1/2 p.c.
South China Morning Post, Limited	6,000	\$25	all	\$24, sellers	
Steam Landry & Dry Cleaning Co., Limited	20,000	\$5	all	\$4, sal. & buy.	
Stores and Dispensaries.—					
Powell, Wm., Limited	15,000	\$7	all	\$9 1/2, sellers	4 p.c.
Watson & Co. A. S., Limited	90,000	\$10	all	\$8, sales	
Union Waterboat Co., Limited	50,000	\$10	all	\$17 1/2	5 1/2 p.c.

Para Rubber in London ... 3/4 per lb.

Loans.	Amount.	Value.	Interest.	Quotation.
Chinese Imperial 1886	Tls. 767,200.	Tls. 250	7% p. annum	Per.

VERNON & SMYTH, Share Brokers.

TO-NIGHT

9.15 p.m.—Harmston's Circus at Causeway Bay.

ON SALE.

HONGKONG HANBARD REPORT MEETINGS of the LEGISLATIVE COUNCIL for the Session 1912.

REVISED BY THE MEMBERS.

PRICE ... \$5.

FORTHCOMING EVENTS.

Monday, 24th Nov.—

2.30 p.m.—Auction of Old Chinese Porcelains at Sales Rooms, by Messrs. Hughes & Hough.

DAILY PRESS OFFICE.

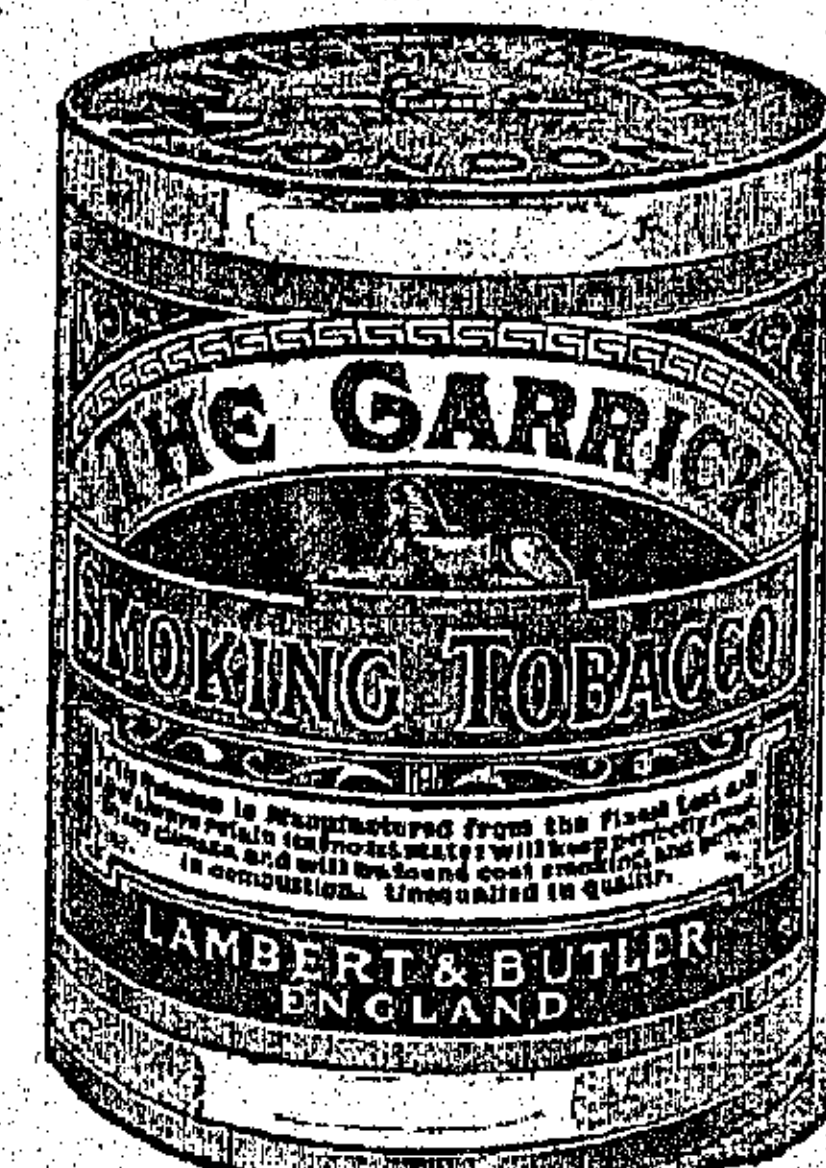
Hongkong, 25th June, 1913.

"THE GARRICK"

TOBACCO AND CIGARETTES.



ABSOLUTELY UNEXCELLED.



SOLD EVERYWHERE.

LAMBERT & BUTLER,

ENGLAND.



ALWAYS RELIABLE.



A GENERAL FAVOURITE.

BOTH IN THE KITCHEN AND DINING ROOM.

MILKMAID

STERILIZED

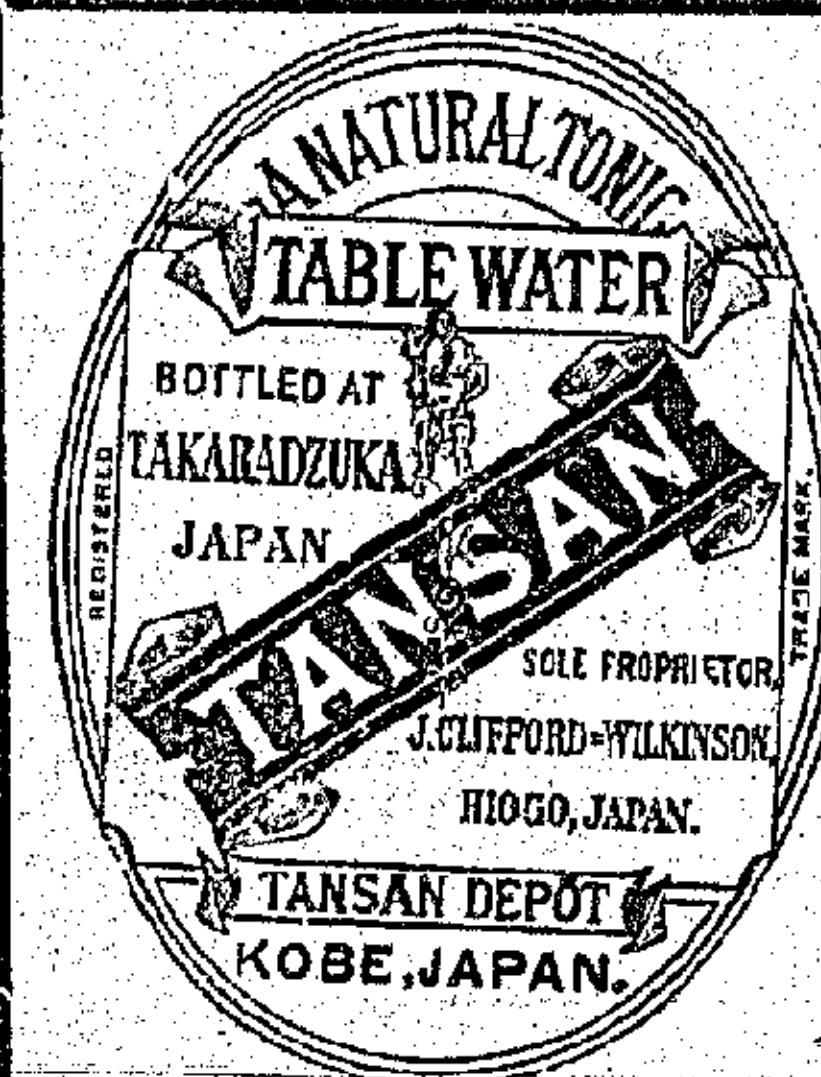
NATURAL

MILK.



Plenses Everybody because it is Reliable. It is Pure, Rich, Fresh Milk. Preserved only by the process of Sterilization, NOT CONDENSED. Obtainable at all Stores packed in two sizes.

[34-1]



CLIFFORD WILKINSON'S TANSAN

WAS AWARDED

THE GOLD MEDAL

AT THE

ANGLO-JAPANESE EXHIBITION 1910.

SOLE AGENTS:

GANDE, PRICE & CO., LTD.,

WINE MERCHANTS.

TELEPHONE No. 135.

6, QUEEN'S ROAD CENTRAL, HONGKONG.

[42-2]

ON SALE AT THE HONGKONG DAILY PRESS OFFICE.

NEW AND UP-TO-DATE PLANS OF THE SI-KIANG OR WEST RIVER.

PRICE ONE DOLLAR.

Giving all the Important Towns on route from CANTON TO WUCHOW.

Hongkong, 5th April, 1913

ON SALE.

A TABLE OF THE RATES OF EXCHANGE AT HONGKONG

FOR DEMAND DRAFTS ON BOMBAY

On the Day Preceding the Departure of the English Mails from the Year of the Closing of the Indian Mints to the Free Coinage of Silver

FROM 1893 to 1909;

ALSO

RATES FOR SOVEREIGNS, GOLD LEAF, BAR SILVER (From 1900), and other Useful Information.

PRICE: \$1 Cash.

On Sale at the "DAILY PRESS" Office or Local Booksellers.

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